



City of Port Moody Regular Council Agenda

October 8, 2019

7:00 pm

Council Chambers

100 Newport Drive, Port Moody

Pages

1. Call To Order

1.1 Art at Council

Verbal Report: Councillor Zoë Royer

2. Public Input

3. General Matters

4. Adoption of Minutes

4.1 Minutes

14

Recommendations:

THAT the minutes of the Special Meeting of Council (to Close) held on Tuesday, September 10, 2019 be adopted.

THAT the minutes of the Public Hearing held on Tuesday, September 10, 2019 be adopted.

THAT the minutes of the Regular Meeting of Council held on Tuesday, September 10, 2019 be adopted.

THAT the minutes of the Special Meeting of Council (to Close) held on Tuesday, September 17, 2019 be adopted.

5. Consent Agenda

Note: Council may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request that an item be removed from the Consent Agenda and placed in section 6 for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

Recommendation:

THAT the recommendations contained in the items presented in the October 8, 2019 Regular Council Consent Agenda be adopted.

5.1 Finance Committee Resolutions for Ratification

Recommendation:

THAT the following resolutions from the Finance Committee meeting held on Tuesday, October 1, 2019 be ratified:

- *Funding Source for Guest Seating Furniture in the Mayor's Office - FC19/072* THAT the budget of up to \$2,500 for guest seating in the Mayor's office be funded from Council Contingency as recommended in the memo dated September 23, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Guest Seating Furniture in the Mayor's Office.
- *Funding Source for Sustainability Outreach – Cool It! Climate Leadership Training Workshops - FC19/073* THAT the budget of up to \$3,800 for six Cool It! Climate Leadership Training workshops be funded from Council Contingency as recommended in the memo dated September 23, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Sustainability Outreach – Cool It! Climate Leadership Training Workshops.
- *Funding Source for 2019 Western Economic Development Course - FC19/074* THAT the budget of up to \$6,690 for up to six Council members to attend the 2019 Western Economic Development Course in Richmond, BC without accommodations, on November 3-6, 2019 be funded from Council Contingency as recommended in the memo dated September 23, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for 2019 Western Economic Development Course.

5.2 2020 Council Meeting Schedule

37

Report: Corporate Services Department – Legislative Services Division, dated September 4, 2019

Recommendation:

THAT the 2020 Council Meeting Schedule be approved as recommended in the report dated September 4, 2019 from the Corporate Services Department – Legislative Services Division regarding 2020 Council Meeting Schedule.

- 5.3 Clarification of United Way Period Promise Campaign Support 41**
- Memo: Corporate Services Department – Legislative Services Division, dated September 30, 2019
- Recommendation:
- THAT, as clarification for resolution RC19/395, staff be directed to report back on the cost and implementation of providing access to free menstrual products in City facilities as a means to reduce menstrual stigma for those affected.
- 5.4 Healthy Built Environment Review by Fraser Health 46**
- Report: Seniors Focus Committee, dated September 17, 2019
- Recommendation:
- THAT the report dated September 17, 2019 from the Seniors Focus Committee regarding Healthy Built Environment Review by Fraser Health be received for information.
- 5.5 Potential Acquisition of the Wharfringer's Office from the Maple Ridge Historical Society 49**
- Report: Arts and Culture Committee, dated September 25, 2019
- Recommendation:
- THAT the report dated September 25, 2019 from the Arts and Culture Committee regarding Potential Acquisition of the Wharfringer's Office from the Maple Ridge Historical Society be received for information.
- 5.6 Statutory Right of Way Discharge and Acquisition - EPP90848 and EPP79896 54**
- Report: Engineering and Operations Department – Project Delivery Services Division, dated September 25, 2019
- Recommendation:
- THAT staff to proceed with the discharge of SRW 51186, a portion of SRW 67149, and acquire an enlargement to SRW 54728 as recommended in the report dated September 25, 2019 from the Engineering and Operations Department – Project Delivery Services Division regarding Statutory Right of Way Discharge and Acquisition for EPP90848 and EPP79896.

5.7 Energy Step Code Corporate Rezoning Policy

59

Report: Planning and Development Department – Policy Planning Division, dated September 18, 2019

Recommendation:

THAT the Corporate Policy – 13-6870-2019-03 – BC Energy Step Code Rezoning Applications be amended as recommended in the report dated September 18, 2019 from the Planning and Development Department – Policy Planning Division regarding Corporate Policy for Energy Step Code Rezoning Applications.

6. Items Removed From The Consent Agenda

7. Legislative Matters

7.1 Building Bylaw, No. 3200 - Adoption

69

Report: Corporate Services Department – Legislative Services Division, dated September 30, 2019

A Bylaw to administer the Building Code and regulate construction.

Recommendation:

THAT City of Port Moody Building Bylaw, 2019, No. 3200 be now adopted as recommended in the memo dated September 30, 2019 from the Corporate Services Department – Legislative Services Division regarding Building Bylaw, No. 3200 – Adoption.

7.2 Road Closure Bylaw, No. 3208 - 3227-3239 St. Johns Street - Adoption

210

Report: Corporate Services Department – Legislative Services Division, dated September 30, 2019

A Bylaw to close a portion of St. Johns Street.

Recommendation:

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street be now adopted as recommended in the memo dated September 30, 2019 from the Corporate Services Department – Legislative Services Division regarding Road Closure Bylaw, No. 3208 – 3227-3239 St. Johns Street – Adoption.

7.3 Committee Appointments

Verbal Report: Mayor Rob Vagramov

7.4 Affordable Housing Task Force Appointments

223

Memo: Executive Assistant to Mayor and Council, dated September 23, 2019

Recommendation:

THAT _____, _____, and _____ be appointed to the Affordable Housing Task Force to recommend policies for an update of the City's Affordable Housing Strategy, including the provision of affordable housing in Transit-Oriented Development areas.

8. Unfinished Business

9. New Business

9.1 2020 Permissive Tax Exemption Bylaw

237

Report: Finance and Technology Department – Financial Services Division, dated September 6, 2019

A Bylaw to provide for exemption from taxation for 2020.

Recommendations:

THAT City of Port Moody Tax Exemption Bylaw, 2019, No. 3209 be read a first time as recommended in the report dated September 6, 2019 from the Finance and Technology Department – Financial Services Division regarding 2020 Permissive Tax Exemption Bylaw.

THAT Bylaw No. 3209 be read a second time.

THAT Bylaw No. 3209 be read a third time.

9.2 Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207

249

Report: Planning and Development Department – Building, Bylaw, and Licensing, dated September 20, 2019

A Bylaw to amend City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044 to update fines related to the City of Port Moody Building Bylaw, 2019, No. 3200.

Recommendations:

THAT proposed amendments to the Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207 be read a first time as recommended in the report dated September 20, 2019, from Planning and Development Department – Building, Bylaw, and Licensing, regarding Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207.

THAT Bylaw No. 3207 be read a second time.

THAT Bylaw No. 3207 be read a third time.

9.3 Sign Bylaw Amendment

254

Report: Engineering and Operations Department – Project Delivery Services Division, dated September 25, 2019

A Bylaw to amend City of Port Moody Sign Bylaw, 1998, No. 2403, a Bylaw that regulates signs.

Recommendations:

THAT City of Port Moody Sign Bylaw, 1998, No. 2403, Amendment Bylaw No. 10, 2019, No. 3211 be read a first time as recommended in the report dated September 25, 2019 from the Engineering and Operations Department – Project Delivery Services Division regarding Sign Bylaw Amendment.

THAT Bylaw No. 3211 be read a second time.

THAT Bylaw No. 3211 be read a third time.

9.4 City Lands - One Year Later

263

Report: Mayor Rob Vagramov, dated September 20, 2019

Recommendations:

THAT staff report back to Council by the end of 2019 with options (excluding sale) for exploring the future of the Old Firehall No. 1 site, and the existing Woks Yard site;

AND THAT staff be directed to remove the fencing and large accumulation of items in storage on the Old Firehall No. 1 site;

AND THAT staff report back to Council with costs and options for potential interim uses of the Old Firehall No. 1 site, as recommended in the report dated September 20, 2019 from Mayor Rob Vagramov regarding City Lands – One Year Later.

9.5 Official Community Plan – loco Lands and David Avenue Connector ROW

266

Report: Mayor Rob Vagramov, dated September 27, 2019

Recommendations:

THAT staff be directed to bring forward an Official Community Plan Amendment Bylaw to remove the Special Study Area Designation for the loco Area, and to restrict density in the loco Lands Area to the level permitted under the zoning currently in place;

AND THAT staff be directed to remove the Right-of-Way commonly referred to as the David Avenue Connector, and to incorporate its land into Bert Flinn Park;

AND THAT a budget of up to \$75,000 be approved and referred to Finance Committee for a reserve funding source.

Report: Mayor Rob Vagramov, dated September 27, 2019

Recommendations:

WHEREAS Council does not believe that the developer consortium's September 2019 Preliminary Master Plan for Moody Centre TOD complies with current public sentiment;

THEREFORE BE IT RESOLVED THAT Council not support the developer consortium's September 2019 Preliminary Master Plan for Moody Centre TOD as presented;

AND THAT Council state its wish to see the following considerations addressed on any future draft plan for Moody Centre TOD from the consortium and/or its constituent members:

- Primary neighborhood focus on development to support high-value employment in growing industries related to technology, science, education and innovation:
 - Reduced tower count;
 - Varied and reduced tower heights (not to exceed *Build Form Scenario A*);
 - Reduced population density (not to exceed *Build Form Scenario A*);
 - Credible jobs projections (related to anchor tenants, etc.);
 - Significantly increased market rental housing component;
 - Significantly increased below-market rental housing component;
 - More green space and/or park amenity contributions; and
 - Exciting architecture that adds distinctiveness to the neighbourhood;

AND THAT the upcoming revision of the Official Community Plan include a re-visioning for the Moody Centre TOD neighbourhood to focus primarily on affordable residential units, and revitalizing the neighbourhood as a regional employment centre (*Moody Innovation Centre*), with the addition of market housing.

9.7 Electric Vehicle Charging Fee Strategy

283

Report: Planning and Development – Policy Planning Division, dated September 17, 2019

Recommendation:

THAT the electric vehicle charging fees be incorporated in the 2020 Fees Bylaw as recommended in the report dated September 17, 2019 from the Planning and Development – Policy Planning Division regarding electric vehicle charging fees.

9.8 Bear Management Ticketing Bylaw Changes

291

Report: Planning and Development Department – Building, Bylaw, and Licensing Division, dated September 30, 2019

Recommendations:

THAT City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210 be read a first time as presented in the report dated September 30, 2019 from the Planning and Development – Building, Bylaw, and Licensing Division regarding Bear Management Ticketing Bylaw Changes.

THAT Bylaw No. 3182 be read a second time.

THAT Bylaw No. 3182 be read a third time.

THAT staff be directed to report back on potential amendments to the City of Port Moody Solid Waste Bylaw, 2016, No. 3058 to provide increased storage requirements for solid waste carts.

9.9 Stakeholder Consultation Summary on Single-Use Items

306

Report: Engineering and Operations Department – Solid Waste, Fleet, and Shared Services Division, dated September 23, 2019

Recommendation:

THAT the report dated September 23, 2019 from the Engineering and Operations Department – Solid Waste, Fleet, and Shared Services Division and the Economic Development Office regarding Stakeholder Consultation Summary on Single-Use Items be received for information.

9.10 Update on Cannabis Retail Use Rezoning Applications

315

Report: Planning and Development Department – Policy Planning Division, dated September 30, 2019

Recommendations:

THAT Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use be amended to allow for a second round of concurrent review for rezoning applications accepted between October 1 and December 31, 2019 as recommended in the report dated September 30, 2019 from the Planning and Development Department – Policy Planning Division regarding Update on Cannabis Retail Use Rezoning Applications;

AND THAT the requirement to refer Cannabis Retail Use rezoning applications to the Community Planning Advisory Committee (CPAC) be waived as recommended in the report dated September 30, 2019 from the Planning and Development Department – Policy Planning Division regarding Update on Cannabis Retail Use Rezoning Applications.

9.11 Funding for Tour of Lower Mainland Seniors' Centres and Facilities

327

Report: Planning and Development Department – Policy Planning Division, dated September 25, 2019

Recommendations:

THAT \$1,100 be approved to fund the Senior Focus Committee's tour of Lower Mainland Seniors' Centres and Facilities as recommended in the report dated September 25, 2019 from the Planning and Development Department – Policy Planning Division regarding Funding for Tour of Lower Mainland Seniors' Centres and Facilities;

AND THAT the \$1,100 budget be forwarded to Finance Committee to identify a funding source.

9.12 Mitigating Challenges for St. Johns St. East Bound Traffic

330

Report: Councillor Steve Milani, dated September 27, 2019

Recommendation:

THAT staff be directed to report back with possible solutions and associated costs to address and improve problem areas during afternoon eastbound rush hour on St. Johns Street as identified in the report dated September 27, 2019 from Councillor Steve Milani regarding Mitigating Challenges for St. Johns Street East Bound Traffic.

- 9.13 Moody Innovation Centre Terms of Reference** 338
- Memo: Councillor Hunter Madsen, dated September 30, 2019
- Recommendation:
- THAT the Terms of Reference dated September 30, 2019 for the Moody Innovation Centre Task Force be adopted.
- 9.14 Mayor's Return to Duty versus Leave of Absence** 342
- Report: Councillor Diana Dilworth, dated September 27, 2019
- Recommendations:
- THAT until such time as the Mayor's legal issues have been resolved, that Council formally request the Mayor go back to an unpaid leave of absence;
- AND THAT once his legal issues are resolved, and in the case that he is not totally exonerated, that Council formally request the Mayor's resignation.
- 9.15 Recommendation to Reduce Local GHG Emissions by Requiring Portland-Limestone Cement in All Future Construction within Port Moody** 356
- Report: Councillor Hunter Madsen, dated January 28, 2019
- Recommendations:
- THAT Council direct staff to report back with an assessment of the benefits, costs, feasibility, and implementation steps that would be required for the City to require that Portland-Limestone Cement (or its enhanced variant, Contempra) be used wherever cement might be called for in any future civic/public projects or private construction within the City of Port Moody, per the report dated September 28, 2019 from Councillor Hunter Madsen titled Recommendation to Reduce Local GHG Emissions by Requiring Portland-Limestone Cement in All Future Construction within Port Moody;
- AND THAT staff's assessment include consultation with the Cement Association of Canada, regional cement providers, and a selection of construction firms that would be affected by this change.

10. Other Business

10.1 2019 Eligible School Sites Proposal 462

Memo: Mayor Rob Vagramov, dated September 30, 2019

Recommendation:

THAT School District No. 43's 2019 Eligible School Sites Proposal dated June 11, 2019 be accepted as recommended in the report dated June 27, 2019 from the Planning and Development Department – Policy Planning Division regarding 2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam).

10.1.1 Letter from School District No. 43 to Minister of Education regarding the 2019 Eligible School Sites Proposal Resolution 475

11. Reports from Council

11.1 Council Verbal Reports

11.2 Staff Verbal Reports

12. Information Items

12.1 Weekly Updates from the Mayor 477

- Weekly Update from the Mayor - September 9-13, 2019
- Weekly Update from the Mayor - September 14-20, 2019
- Weekly Update from the Mayor - September 21-28, 2019

12.2 Council Correspondence 483

- Letter dated September 9, 2019 from City of Port Coquitlam Council re the Sustainable Living Leadership Program (SLLP)

12.3 Committees, Commissions, and Boards - Minutes

485

- Youth Focus Committee - May 15, 2019
- Economic Development Committee - July 3, 2019
- Seniors Focus Committee - July 4, 2019
- Parks and Recreation Commission - July 10, 2019
- Heritage Commission - July 11, 2019
- Environmental Protection Committee - July 15, 2019
- Transportation Committee - July 17, 2019
- Tourism Committee - July 24, 2019
- Arts and Culture Committee - July 29, 2019
- Library Board - August 22, 2019
- Special Finance Committee (to Close) - September 3, 2019
- Finance Committee - September 3, 2019
- Community Planning Advisory Committee - September 3, 2019

13. Public Input**14. Adjournment**

City of Port Moody



Minutes

Public Hearing

Council Chambers

Tuesday, September 10, 2019

at 7:05pm

Present:

Mayor R. Vagramov
Councillor D.L. Dilworth
Councillor A.A. Lubik
Councillor H. Madsen
Councillor S. Milani
Councillor P.Z.C. Royer

Absent:

Councillor M.P. Lahti

In Attendance:

Tim Savoie – City Manager
Doug Allan – Manager of Development Planning
André Boel – General Manager of Planning and Development
Mary De Paoli – Manager of Policy Planning
Lesley Douglas – General Manager of Environment and Parks
Philip Lo – Committee Coordinator
Robyn MacLeod – Manager of Building, Bylaw, and Licensing
Jeff Moi – General Manager of Engineering and Operations
Angie Parnell – General Manager of Corporate Services
Paul Rockwood – General Manager of Finance and Technology
Dorothy Shermer – Corporate Officer
Kate Zanon – General Manager of Community Services

1. Business

Mayor Vagramov opened the Public Hearing at 7:00pm.

Council's Vision: *Port Moody, City of the Arts, is a unique, safe, vibrant waterfront city of strong neighbourhoods; a complete community that is sustainable and values its natural environment and heritage character.*

Please note that Council meetings are recorded and streamed live to the City's website. Any comments you make at the meeting as well as your image may appear on the City's website.

Rezoning Application – 1.1
3105-3113 St. Johns
Street

Notice of Public Hearing
 Report Considered at the July 23, 2019 Regular Council Meeting: Planning and Development Department – Development Planning Division, dated June 28, 2019
 Bylaw No. 3195
 Public Input
 Files: 09-3900-02-1 and 13-6700-20-178

A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to rezone the properties at 3105 and 3113 St. Johns Street.

Mayor Vagramov read the meeting procedures.

The Corporate Officer confirmed that the statutory requirements for this Public Hearing were met and that all written public input received before the advertised deadline was included in the on-table package.

Staff gave a presentation regarding the Zoning Amendment Bylaw and the proposed development.

The applicant gave a presentation on the proposed development.

Mayor Vagramov called for public input.

Mark Cornall (Port Moody) expressed concerns regarding the cumulative effects of new developments and new businesses on local traffic, especially along St. Johns Street, and on the quality of life in the city.

Scott Brown (Surrey) provided additional letters of support from Port Moody residents. Mr. Brown indicated that he had worked with the applicant on the non-market housing component of the project, and suggested that this project meets the needs of seniors, families, and young people.

Amir Poorkeramati (Vancouver) expressed support for this and other similar mixed-use commercial/residential developments, which he suggested are attractive to people in his demographic.

Shahab Malek (Port Moody) expressed support for this development, and suggested that developments close to SkyTrain are the solution to traffic challenges that come with increasing of development in the city.

Majid Shorak (Vancouver) expressed support for this project as it is located close to the Moody Centre transit hub.

Shoshana Szlachter (Port Moody) expressed opposition to this project as it may not be affordable for seniors, and expressed concerns regarding traffic and a potential lack of infrastructure to support the anticipated number of new residents.

Jonathan Chung (Port Moody) expressed support for the development as it is transit accessible. Mr. Chung suggested that development is necessary for long-term gains, and expressed support for residential and commercial opportunities along St. Johns Street.

Kevin Shermenesh (Port Coquitlam) expressed support for this project, as it places density near the SkyTrain, and is in close proximity to schools and the police station.

Haven Lurbiecki (Port Moody) expressed concerns that previous speakers expressing support for this project are not currently residents of Port Moody.

Yolanda Broderick (Port Moody) requested clarification regarding the completeness of this development application. Ms. Broderick suggested that the number of affordable units for seniors should be increased, and that overall this project serves as a good model for future developments.

Mitch Williams (Port Moody) suggested that the majority of the traffic coming through the city is not generated by Port Moody residents, and expressed support for the project.

Dave Worsley (Port Moody) expressed support for the project, suggesting that it is well-balanced, and that an increase in the housing supply will improve overall affordability. Mr. Worsley also suggested that traffic is a regional and provincial problem.

James Robertson (Port Moody) expressed support for the development, as it increases the number of housing units available in the city, and encourages increased transit use.

Wayne Borthwick (Port Moody) expressed support for the project, while suggesting that there should be more housing for seniors in the project.

PH19/012

Moved, seconded, and CARRIED

THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 17, 2019, No. 3195 (3105-3113 St. Johns Street) (CD75) be referred to the Regular Council meeting to be held on September 10, 2019 for consideration.

2. Close of Public Hearing

Mayor Vagramov declared the Public Hearing closed at 7:58pm.

Certified correct in accordance with section 148(a) of the
Community Charter.

D. Shermer, Corporate Officer

Confirmed on the ____ day of _____, 2019.

R. Vagramov, Mayor

City of Port Moody

Minutes

Regular Council Meeting

Council Chambers

Tuesday, September 10, 2019

at 7:59pm



Present:

Mayor R. Vagramov
Councillor D.L. Dilworth
Councillor A.A. Lubik
Councillor H. Madsen
Councillor S. Milani
Councillor P.Z.C. Royer

Absent:

Councillor M.P. Lahti

In Attendance:

Tim Savoie – City Manager
Doug Allan – Manager of Development Planning
André Boel – General Manager of Planning and Development
Ron Coulson – Fire Chief
Jess Daniels – Policy Planner
Mary De Paoli – Manager of Policy Planning
Lesley Douglas – General Manager of Environment and Parks
Joji Kumagai – Manager of Economic Development
Kim Law – Manager of Project Delivery Services
Philip Lo – Committee Coordinator
Robyn MacLeod – Manager of Building, Bylaw, and Licensing
Jeff Moi – General Manager of Engineering and Operations
Angie Parnell – General Manager of Corporate Services
Paul Rockwood – General Manager of Finance and Technology
Dorothy Shermer – Corporate Officer
Kate Zanon – General Manager of Community Services

Council's Vision: *Port Moody, City of the Arts, is a unique, safe, vibrant waterfront city of strong neighbourhoods; a complete community that is sustainable and values its natural environment and heritage character.*

Please note that Council meetings are recorded and streamed live to the City's website. Any comments you make at the meeting as well as your image may appear on the City's website.

1. Call to Order

Mayor Vagramov called the meeting to order at 7:59pm.

Introduction of Art at Council

- 1.1 Verbal Report: Councillor Zoë Royer, Chair, Arts and Culture Committee
File: 18-7705-01

Councillor Royer introduced the evening's Art at Council, an assemblage named *The Station*, by artist Barbara Ferris.

Councillor Royer noted that this piece was created as part of the Heritage Society's 50th anniversary exhibition, which invited artists to transform old and discarded materials into art.

2. Public Input

Shoshana Szlachter (Port Moody) expressed concerns about the cumulative effects of increasing development in the city, and expressed concerns about the lack of pet-friendly, affordable housing for seniors.

Ann Hulbert (Port Moody) thanked staff who work on the flower gardens in the city. Ms. Hulbert also requested an update on a development project.

Stirling Ward (Port Moody) suggested that the Mayor should be respectful of his office and abstain from conducting City business until after his legal matter is resolved. Mr. Ward reminded Council that staff had recommended that the David Avenue Connector Right of Way not be removed at this time due to cost concerns.

John Grasty (Port Moody) noted that several events are being held as part of the 50th anniversary of the Heritage Society, including an exhibit at the Port Moody Arts Centre, the loco Ghost Town Days, and the Venosta Radio Show. Mr. Grasty also suggested that transportation is a regional concern, and that advocacy for affordable housing should be directed towards senior levels of government.

Andrea Mattinson (Port Moody) spoke about a proposed development on Henry Street, and expressed concerns regarding traffic and safety issues due to new developments, especially developments near schools.

Gayle Carter (Port Moody) requested that Council keep Bert Flinn Park in its current state of wilderness, and to not spend money where it is not needed.

Mary Anne Cooper (Port Moody) expressed objection to the closing of the road Right-of-Way in Bert Flinn Park, and that resources should be put into the park to make it more suitable for more users.

RC19/369

Moved, seconded, and CARRIED

THAT the Public Input period be extended by an additional 15 minutes.

Dan Desantis (Port Moody) spoke regarding a proposed development on Henry Street, suggesting that developments in the city should adhere to what is currently in the Official Community Plan, and that affordability and liveability should be protected and maintained.

Hannah Hadden (Port Moody) expressed concerns about the Mayor's ability to fulfill his obligations under the mayoral oath and suggested that Mayor should continue his leave of absence until after his legal matter has been resolved. Ms. Hadden requested that Council act on these concerns.

Eric Wolfe (Port Moody) proposed a sign to express gratitude and recognition for 100 years of emergency first responder service in the city, as well as recognition for Eagle Ridge Hospital emergency care staff.

Barry Sharbo (Port Moody) expressed concerns regarding the tone of community discourse and noted that the accused are innocent until proven guilty under the Canadian legal system.

Dave Stewart (Port Moody) expressed concerns about the community discourse regarding the Mayor, and requested that Council work together to serve the City.

Sharon McRae (Port Moody) expressed concerns about the effect that the Mayor's early return may have on public perception of the seriousness with which sexual assault allegations are handled, and suggested that Mayor should not return until after his legal matter has been resolved.

RC19/370

Moved, seconded, and CARRIED

THAT the Public Input period be extended by an additional 15 minutes.

Gaëtan Royer (Port Moody) spoke about the fire on Clarke Street and thanked the City for its support. Mr. Royer welcomed community input on rebuilding the site as a potential cultural hub.

Joan Stewart (Port Moody) thanked the Mayor for his return from his leave of absence and thanked Council for its work.

Willy Martin (Port Moody) noted that the Mayor should respect the office he holds and resign.

Dave Worsley (Port Moody) expressed concerns regarding the Mayor's return before the charges are resolved, and suggested that some people may have difficulty working with the Mayor due to the ongoing case. Mr. Worsley urged Council to take action to resolve the situation.

Jeff Poste (Port Moody) thanked the Mayor for his return, and urged the Mayor to continue working on the agenda for which he was elected.

Alison Berg (Port Moody) suggested that Council has a responsibility to ensure a safe environment for women, and that the Mayor should not return to his duties until after the judicial process has been settled.

Tara McIntosh (Port Moody) noted that individuals are considered innocent until proven guilty under the Canadian judicial system.

Penny Bickerton (Port Moody) suggested that the Mayor's return should have been subjected to a review process.

Natasha Westover (Port Moody) suggested that a mayor currently dealing with charges before the courts should not be conducting business for the City.

RC19/371

Moved, seconded, and CARRIED

THAT the Public Input period be extended by an additional 15 minutes.

Dan Eaton (Port Moody) suggested that the Mayor's return before the charges are resolved could set a bad precedent for the City, and requested that the Mayor continue his leave of absence until the charges are resolved.

Yolanda Broderick (Port Moody) spoke about a proposed development on Henry Street, noting that it lacks affordable, accessible, and rental accommodations, especially for seniors, and suggested that the development application should be revised. Ms. Broderick also suggested that community discourse should remain civil.

James Robertson (Port Moody) suggested that Mayor should step away from his role until after the legal matter has been resolved, and that the Mayor should resign if he is not exonerated.

Lisa Allison (Port Moody) requested that the Mayor step away from his duties until his charges are resolved, and that the Mayor should step down if he is found guilty.

Laura Dick (Port Moody) suggested that Mayor should step away from his role until after the legal matter has been resolved, and that the City is currently unable to function due to this matter.

Willy Martin (Port Moody) cited sexual assault statistics, noting that the majority of assaults do not result in convictions.

Barry Sharbo (Port Moody) reiterated his support for the Mayor's return from his leave of absence.

Mitch Williams (Port Moody) suggested that, while the Mayor was elected to his position, the experiences of sexual assault and abuse victims should be taken into consideration in his decision to return.

Valerie Hamilton (Port Moody) suggested that Mayor should step away from his role until after the legal matter has been resolved.

Robert Simons (Port Moody) suggested that the Mayor should not return to his duties until the legal matter is resolved.

3. General Matters

4. Adoption of Minutes

Minutes

4.1 File: 01-0550-05

RC19/372

Moved, seconded, and CARRIED

THAT the minutes of the Special Meeting of Council (to Close) held on Tuesday, July 23, 2019 be adopted;

AND THAT the minutes of the Public Hearing held on Tuesday, July 23, 2019 be adopted;

AND THAT the minutes of the Regular Meeting of Council held on Tuesday, July 23, 2019 be adopted.

5. Consent Agenda

At the request of Council, the following items were removed from the Consent Agenda for consideration under section 6:

- 5.4 – Sustainability Outreach – Cool It! Climate Leadership Training Workshops;
- 5.5 – 2019 Heritage Commission Budget; and
- 5.6 – BC Conservation Officer Service Funding.

RC19/373

Moved, seconded, and CARRIED

THAT the recommendations contained in the following items presented in the September 10, 2019 Regular Council Consent Agenda be adopted:

- 5.1 – Finance Committee Resolutions for Ratification;
- 5.2 – Fraser Mills Lounge Endorsement Liquor Licence Application; and
- 5.3 – Royal Canadian Legion Liquor Licence Application

**Finance Committee
Resolutions for
Ratification**

5.1

Recommendation adopted on consent:

THAT the following resolutions from the Finance Committee meeting held on Tuesday, September 3, 2019 be ratified:

*Funding Source for Burrard
Inlet Fish Festival 2019*

FC19/066

THAT the budget of \$2,092 approved to support the Burrard Inlet Fish Festival 2019 be funded from Council Contingency as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Burrard Inlet Fish Festival 2019.

*Funding Source for Tri-Cities
Homelessness and Housing
Task Group*

FC19/067-068

THAT the \$2,564 approved for the Task Group Coordinator be funded from the Affordable Housing Reserve as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Tri-Cities Homelessness and Housing Task Group.

*Funding Source for Bear
Management Strategy
Update*

FC19/069

THAT the budget of up to \$5,000 approved to initiate Bear Management Strategy related tasks and outreach in 2019 be funded from Council Contingency as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Bear Management Strategy Update.

**Fraser Mills Lounge
Endorsement Liquor
Licence Application**

5.2

Report: Planning and Development Department – Building, Bylaw, and Licensing Division, dated August 30, 2019
File: 09-4300-04

Recommendation adopted on consent:

THAT staff be directed to advise the Liquor and Cannabis Regulation Branch that the City of Port Moody wishes to opt out of the public consultation process for the Fraser Mills Lounge Endorsement Liquor Licence Application as recommended in the report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Fraser Mills Lounge Endorsement Liquor Licence.

**Royal Canadian
Legion Liquor Licence
Application**

5.3

Report: Planning and Development Department – Building, Bylaw, and Licensing Division, dated August 30, 2019
File: 09-4300-04

Recommendation adopted on consent:

THAT staff be directed to advise the Liquor and Cannabis Regulation Branch that the City of Port Moody wishes to opt out of the public consultation process for the Royal Canadian Legion Liquor Licence Application as recommended in the report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Royal Canadian Legion Liquor Licence Application.

6. Items Removed from the Consent Agenda

Sustainability Outreach – Cool It! Climate Leadership Training Workshops

- 6.5.4 Report: Planning and Development Department – Policy Planning Division, dated August 21, 2019
File: 13-6870-01

RC19/373

Moved, seconded, and CARRIED

THAT \$3,800 to fund six Cool It! Climate Leadership Training workshops be approved as recommended in the report dated August 21, 2019 from the Planning and Development Department – Policy Planning Division regarding Sustainability Outreach – Cool It! Climate Leadership Training Workshops;

AND THAT the budget of \$3,800 be forwarded to the Finance Committee to identify a funding source.

2019 Heritage Commission Budget

- 6.5.5 Report: Heritage Commission, dated July 30, 2019
File: 01-0360-20-09-01

RC19/374

Moved, seconded, and CARRIED

THAT the \$1,500 budget for the Stone Marker Program be reallocated to the Pop-Up Banner Project in the 2019 Heritage Commission Budget as outlined in the report dated July 30, 2019 from the Heritage Commission regarding 2019 Heritage Commission Budget.

BC Conservation Officer Service Funding

- 6.5.6 Report: Environmental Protection Committee, dated August 27, 2019
File: 01-0360-20-04-01

RC19/375

Moved, seconded, and CARRIED

THAT the Ministry of Environment and Climate Change Strategy be requested to increase staffing and funding levels for the BC Conservation Officer Service to address responses to public complaints and requests for help in the region responsible for Port Moody.

- Rezoning Application
– 3105-3113 St. Johns
Street – Third Reading**
- 7. Legislative Matters**
- 7.1 Memo: Corporate Services Department – Legislative Services Division, dated August 30, 2019
Bylaw No. 3195
Files: 09-3900-02-1 and 13-6700-20-178
- A Bylaw to amend City of Port Moody Zoning Bylaw, 2018, No. 2937 to rezone the properties at 3105 and 3113 St. Johns Street.*
- RC19/376
Moved, seconded, and CARRIED
THAT Council go into Committee of the Whole
- The applicant answered questions regarding the potential pricing for the units in the project.
- RC19/377
Moved, seconded, and CARRIED
THAT City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 17, 2019, No. 3195 (3105-3113 St. Johns Street) (CD75) be read a third time.
(Voting against: Councillor Milani and Mayor Vagramov)
- Committee Appointments**
- 7.2 Verbal Report: Mayor Vagramov
File: 01-0360-07
- RC19/378
Moved, seconded, and CARRIED
THAT the following community members be appointed to the Youth Focus Committee for two-year terms beginning September 2019:
- Nyah Courchesne;
 - Chloe Goodison;
 - Esme Harris;
 - Rebecca Lyon; and
 - Pedram Moshirfatemi.
- 8. Unfinished Business**

9. New Business

Building Bylaw, No. 3200

- 9.1 Report: Planning and Development Department – Building, Bylaw, and Licensing Division, dated August 30, 2019
File: 09-3900-10-1

RC19/379

Moved, seconded, and CARRIED

THAT City of Port Moody Building Bylaw, 2019, No. 3200 be read a first time as recommended in the report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Building Bylaw, No. 3200.

RC19/380

Moved, seconded, and CARRIED

THAT Bylaw No. 3200 be read a second time.

RC19/381

Moved, seconded, and CARRIED

THAT Bylaw No. 3200 be read a third time.

Climate Action Plan Update and the Climate Emergency Declaration

- 9.2 Report: Planning and Development Department – Policy Planning Division, dated August 28, 2019
File: 13-6870-02

RC19/382

Moved, seconded, and CARRIED

THAT the report dated August 28, 2019 from the Planning and Development Department – Policy Planning Division regarding Climate Action Plan Update and the Climate Emergency Declaration be received for information.

Audio and Video Streaming Options for City Hall

- 9.3 Report: Community Services Department – Cultural Services Division, dated August 27, 2019
File: 18-7715-01

RC19/383

Moved, seconded, and CARRIED

THAT the report dated August 27, 2019 from the Community Services Department – Cultural Services Division regarding Audio and Video Streaming Options for City Hall be received for information.

**2019 Western
Economic
Development Course**

- 9.4 Report: Councillor Meghan Lahti, dated August 7, 2019
File: 01-0530-01

RC19/384

Moved and seconded

THAT up to six Council members be authorized to attend the 2019 Western Economic Development Course to be held in Richmond, BC on November 3-6, 2019 as recommended in the report dated August 7, 2019 from Councillor Meghan Lahti regarding 2019 Western Economic Development Course;

AND THAT the budget of up to \$10,680 be referred to the Finance Committee to determine a funding source.

RC19/385

Moved, seconded, and CARRIED

THAT the foregoing motion be replaced with:

THAT up to six Council members be authorized to attend the 2019 Western Economic Development Course to be held in Richmond, BC without accommodations on November 3-6, 2019 as recommended in the report dated August 7, 2019 from Councillor Meghan Lahti regarding 2019 Western Economic Development Course;

AND THAT the budget of up to \$6,690 be referred to the Finance Committee to determine a funding source.

(Voting against: Councillor Milani)

The question on the main motion (RC19/384) as amended (by RC19/385) was put to a vote; the following motion was CARRIED:

THAT up to six Council members be authorized to attend the 2019 Western Economic Development Course to be held in Richmond, BC without accommodations, on November 3-6, 2019 as recommended in the report dated August 7, 2019 from Councillor Meghan Lahti regarding 2019 Western Economic Development Course;

AND THAT the budget of up to \$6,690 be referred to the Finance Committee to determine a funding source.

**Road Closure Bylaw,
No. 3208 – 3227 and
3239 St. Johns Street**

- 9.5 Report: Planning and Development Department – Development Planning Division, dated August 12, 2019
File: 13-6700-20-182

RC19/386

Moved, seconded, and CARRIED

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street be read a first time as recommended in the report dated August 12, 2019 from the Planning and Development Department – Development Planning Division regarding Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street.

RC19/387

Moved, seconded, and CARRIED

THAT Bylaw No. 3208 be read a second time.

RC19/388

Moved, seconded, and CARRIED

THAT Bylaw No. 3208 be read a third time.

RC19/389

Moved, seconded, and CARRIED

THAT notice of Council's intention to remove the road dedication from an unopened portion of the St. Johns Street road allowance and to dispose of the closed road allowance be provided in accordance with sections 26(3) and 40 of the Community Charter.

**Using the Online
Business Directory as
the Local Supplier List**

- 9.6 Report: Finance and Technology Department and Economic Development Office, dated July 12, 2019
File: 03-1200-01/Vol 01

RC19/390

Moved, seconded, and CARRIED

THAT the business directory on the new City website be approved to be used as the City's Local Supplier List as recommended in the report dated July 12, 2019 from the Finance and Technology Department and the Economic Development Office regarding Using the Online Business Directory as the Local Supplier List.

**Opening the Side
Curtains in the
Theatre**

- 9.7 Memo: Acting Mayor Hunter Madsen, dated August 29, 2019
File: 01-0530-01/2019

RC19/391

Moved, seconded, and CARRIED

THAT staff be directed to draw back the curtains of the Inlet Theatre side window during Council meetings, while maintaining the privacy blind in place as recommended in the memo dated August 29, 2019 from Acting Mayor Hunter Madsen regarding Opening the Side Curtains in the Theatre.

10. Other Business

Delegation Response – Inlet Spring Regatta

- 10.1 Memo: Community Services Department – Cultural Services Division, date August 27, 2019
File: 18-7715-35

RC19/392

Moved, seconded, and CARRIED

THAT the Inlet Spring Regatta be authorized to hold the Inlet Spring Regatta event as requested on April 18, 2020, April 24, 2021, and April 23, 2022.

Lighting Request – Wrongful Conviction Day

- 10.2 Email: Santana Di Nardo, dated August 1, 2019
File: 01-0230-01

RC19/393

Moved, seconded, and CARRIED

THAT the City Hall theme lighting be illuminated yellow and white on October 2, 2019 in support of international Wrongful Conviction Day.

11. Reports from Council

- 11.1 Council Verbal Reports

RC19/394

Moved, seconded, and CARRIED

THAT the meeting be extended for an additional hour.

Councillor Royer thanked Port Moody Fire Rescue, Port Moody Police, BC Ambulance Service, staff, and the community for their work and support during the Clarke Street fire.

Councillor Lubik requested Council action on the letter dated July 17, 2019 from the United Way re Municipalities can make a difference with United Way's Period Promise campaign included in item 12.4.

RC19/395

Moved, seconded, and CARRIED

THAT staff be directed to provide a report regarding the cost and implementation of providing city facilities, including recreational spaces and libraries, working with homeless, street-involved, and low income and vulnerable girls, women, trans individuals and non-binary people access to free menstrual products in a manner that reduces menstrual stigma.

AND that the City endorse the United Way Period Promise campaign as a locally-built solution that promotes health, well-being, security and dignity in our community.

Councillor Milani thanked the speakers at Council this evening, and also thanked Port Moody Fire Rescue, Port Moody Police, and Coquitlam Fire for their actions during the Clarke Street fire. Councillor Milani also noted that the Terry Fox Run will take place on Sunday, September 15, at 10:00am.

Councillor Dilworth expressed opposition to the Mayor resuming his duties at this time, citing possible contravention of the Council Code of Conduct Bylaw and noting the Mayor's current inability to fulfill the full scope of his duties, such as serving as the Chair of the Police Board. Councillor Dilworth also noted the community's concerns regarding the Mayor's return to his duties.

Councillor Dilworth submitted the following Notice of Motion for Council's consideration at the next Regular Council meeting:

THAT, until and unless Mayor Vagramov is exonerated of the charges he faces, he be asked to continue his unpaid leave of absence;

AND THAT if he cannot be completely exonerated, he be asked to resign his position.

Councillor Madsen noted that it was an honour to be able to serve as Acting Mayor.

Mayor Vagramov thanked the community for its input, and thanked Councillors Lahti and Madsen for performing Acting Mayor duties.

11.2 Staff Verbal Reports

The City Manager thanked staff who were involved in Car Free Day. The City Manager also noted that the following construction projects are currently under way in the City:

- Heritage Mountain Boulevard paving project;
- Moody Centre SkyTrain access ramp; and
- Glenayre pedestrian-activated crossing.

12. Information Items

Outstanding Business List

- 12.1 Outstanding Business List, dated August 2019
File: 01-0530-25

Metro Vancouver Board in Brief – July 26, 2019

- 12.2 Metro Vancouver Board in Brief, dated July 26, 2019
File: 01-0480-01

Weekly Updates from the Mayor

- 12.3
- Weekly Update from the Mayor – July 20-26
 - Weekly Update from the Mayor – July 27-August 3
 - Weekly Update from the Mayor – August 4-10
 - Weekly Update from the Mayor – August 11-17
 - Weekly Update from the Mayor – August 18-24
 - Weekly Update from the Mayor – August 25-30

**Council
Correspondence**

- 12.4
- Letter dated July 17, 2019 from the United Way re Municipalities can make a difference with United Way's Period Promise campaign
 - Letter dated August 1, 2019 from the BC Utilities Commission re BCUC Municipal Energy Utilities Inquiry
 - Letter dated August 14, 2019 from Minister Selina Robinson re Property Sub-Class for Small Business Properties
 - Letter dated August 15, 2019 from the Green Communities Committee re 2018 GHG Emissions Reduction

**Committees,
Commissions, and
Boards – Minutes**

- 12.5
- Tourism Committee – May 22, 2019
 - Special Finance Committee (to Close) – June 18, 2019
 - Transportation Committee – June 19, 2019
 - Arts and Culture Committee – June 20, 2019
 - Library Board – June 20, 2019
 - Climate Action Committee – June 24, 2019
 - Community Planning Advisory Committee – July 2, 2019
 - Special Finance Committee (to Close) – July 16, 2019
 - Finance Committee – July 16, 2019

13. Public Input

John Grasty (Port Moody) indicated that he would like to see the Strategic Plan move forward.

Barry Sharbo (Port Moody) suggested that the Official Community Plan revision should begin immediately, and that this work should be the City's highest priority.

14. Adjournment

Mayor Vagramov adjourned the meeting at 10:19pm.

Certified correct in accordance with section 148(a) of the *Community Charter*.

D. Shermer, Corporate Officer

Confirmed on the ____ day of _____, 2019.

R. Vagramov, Mayor

City of Port Moody

Minutes

Special Council Meeting



Brovold Room

Tuesday, September 10, 2019

at 4:04pm

Present:

Mayor R. Vagramov
Councillor H. Madsen
Councillor D.L. Dilworth
Councillor A.A. Lubik (arrived at 4:08pm)
Councillor S. Milani
Councillor P.Z.C. Royer (arrived at 4:37pm)

Absent:

Councillor M.P. Lahti

In Attendance:

Tim Savoie – City Manager
André Boel – General Manager of Planning and Development
Ron Coulson – Fire Chief
Lesley Douglas – General Manager of Environment and Parks
Joji Kumagai – Manager of Economic Development
Jeff Moi – General Manager of Engineering and Operations
Angie Parnell – General Manager of Corporate Services
Paul Rockwood – General Manager of Finance and Technology
Dorothy Shermer – Corporate Officer
Ian Smedley – Corporate Planning Advisor
Tracey Takahashi – Deputy Corporate Officer
Kate Zanon – General Manager of Community Services

1. Call to Order

Mayor Vagramov called the meeting to order at 4:04pm.

2. General Matters

**Resolution to Exclude
the Public**

2.1 SC(C)19/027

Moved, seconded, and CARRIED

THAT, pursuant to section 90 of the *Community Charter*, this Special Meeting of Council be closed to the public as the subject matters being considered relate to the following:

- **90(1)(b) – personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity;**

- 90(1)(e) – the acquisition, disposition, or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
- 90(1)(k) – negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; and
- 90(1)(l) – discussions with municipal officers and employees respecting municipal objectives, measures, and progress reports for the purposes of preparing an annual report under section 98 [*annual municipal report*].

**Update from the
Acting Mayor on
Closed Items**

2.2 Verbal Report: Acting Mayor Madsen

3. Adoption of Minutes

4. Unfinished Business

5. New Business

**Proposed Provision of
a Service and
Municipal Objectives**

5.1 Closed to the public pursuant to sections 90(1)(k) and (l) of the *Community Charter*.

Personal Information

5.2 Closed to the public pursuant to section 90(1)(b) of the *Community Charter*.

**Proposed Provision of
a Service**

5.3 Closed to the public pursuant to section 90(1)(k) of the *Community Charter*.

**Closed Finance
Committee
Resolutions for
Ratification**

5.4 Closed to the public pursuant to section 90(1)(k) of the *Community Charter*.

**Land Disposition and
Proposed Provision of
a Service**

5.5 Closed to the public pursuant to sections 90(1)(e) and (k) of the *Community Charter*.

6. Intergovernmental and Personnel Issues

7. Information Items

**Outstanding Business
List – Closed**

Outstanding Business List, dated August 2019

8. Release of Closed Items

9. Adjournment

Mayor Vagramov adjourned the meeting at 6:55pm.

Certified correct in accordance with section 148(a) of the
Community Charter.

D. Shermer, Corporate Officer

Confirmed on the ____ day of _____, 2019.

R. Vagramov, Mayor

City of Port Moody

Minutes

Special Council Meeting



Brovold Room

Tuesday, September 17, 2019

at 4:33pm

Present:

Mayor R. Vagramov
Councillor H. Madsen
Councillor D.L. Dilworth
Councillor A.A. Lubik
Councillor S. Milani
Councillor P.Z.C. Royer

Absent:

Councillor M.P. Lahti

In Attendance:

Tim Savoie – City Manager
André Boel – General Manager of Planning and Development
Ron Coulson – Fire Chief
Mary De Paoli – Manager of Policy Planning
Lesley Douglas – General Manager of Environment and Parks
Joji Kumagai – Manager of Economic Development
Liam McLellan – Social Planner
Jeff Moi – General Manager of Engineering and Operations
Angie Parnell – General Manager of Corporate Services
Paul Rockwood – General Manager of Finance and Technology
Dorothy Shermer – Corporate Officer
Tracey Takahashi – Deputy Corporate Officer
Kate Zanon – General Manager of Community Services

1. Call to Order

Mayor Vagramov called the meeting to order at 4:33pm.

2. General Matters

**Resolution to Exclude
the Public**

2.1

SC(C)19/028

Moved, seconded, and CARRIED

THAT, pursuant to section 90 of the *Community Charter*, this Special Meeting of Council be closed to the public as the subject matters being considered relate to the following:

- **90(1)(e) – the acquisition, disposition, or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and**

- **90(1)(k) – negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

**Land Disposition and
Proposed Provision of
a Service**

3. Unfinished Business

- 3.1 Closed to the public pursuant to sections 90(1)(e) and (k) of the *Community Charter*.

4. Release of Closed Items

5. Adjournment

Mayor Vagramov adjourned the meeting at 6:17pm.

Certified correct in accordance with section 148(a) of the *Community Charter*.

D. Shermer, Corporate Officer

Confirmed on the ____ day of _____, 2019.

R. Vagramov, Mayor



City of Port Moody

Report/Recommendation to Council

Date: September 4, 2019
 Submitted by: Corporate Services Department – Legislative Services Division
 Subject: 2020 Council Meeting Schedule

Purpose

To present the 2020 Council Meeting Schedule for approval.

Recommended Resolution(s)

THAT the 2020 Council Meeting Schedule be approved as recommended in the report dated September 4, 2019 from the Corporate Services Department – Legislative Services Division regarding 2020 Council Meeting Schedule.

Background

The Council Meeting Schedule is set annually and published in a newspaper, on the City website, and as part of the Port Moody Calendar. The meeting schedule includes the following information:

- all Regular Council meetings;
- major conferences; and
- Acting Mayor Schedule.

Approval is sought in October in order to meet production deadlines for the Port Moody Calendar. The publication of the meeting schedule in a newspaper is required by section 127(1) of the *Community Charter*, which states that Council must make available to the public a schedule of the date, time, and place of Regular Council meetings.

Discussion

In the proposed 2020 Council Meeting Schedule (**Attachment 1**), Regular Council meetings are held on the second and fourth Tuesday of each month, with the exception of:

- August, in which no meetings are held;
- September, in which no meetings are held during UBCM; and
- December, in which no meetings are held in the second half of the month.

The Acting Mayor Schedule has been populated with placeholders numbered from 1 through 6. This section is not published as part of the Port Moody Calendar and may be finalized after the appointments are made in December.

Other Option(s)

THAT the 2020 Council Meeting Schedule be approved as amended by Council at the Regular Council meeting of October 8, 2019.

Financial Implications

There are no financial implications associated with approving the 2020 Council Meeting Schedule.

Communications and Civic Engagement Initiatives

The 2020 Council Meeting Schedule will be incorporated into the 2020 Port Moody Calendar upon approval. The Schedule will be published on the City website, and the dates advertised in a local newspaper.

Council Strategic Plan Objectives

The approval and publishing of the 2020 Council Meeting Schedule serves to inform and engage the community and plan for the future.

Attachment(s)

1. 2020 Council Meeting Schedule.

Report Author

Dorothy Shermer, Corporate Officer.

Report Approval Details

Document Title:	2020 Council Meeting Schedule.docx
Attachments:	- EDMS466505.docx
Final Approval Date:	Sep 9, 2019

This report and all of its attachments were approved and signed as outlined below:

Angie Parnell

Rosemary Lodge

Paul Rockwood

Tim Savoie

2020 Council Meeting Schedule

Council Meeting Dates by Month		
January	14	28
February	11	25
March	10	24
April	14	28
May	12	26
June	9	23
July	14	28
August	N/A	N/A
September	8	N/A
October	13	27
November	10	24
December	8	N/A

Council meetings are held every 2nd and 4th Tuesday each month, except August and December, per the Council Procedure Bylaw. Meetings take place at 7pm in the Council Chambers, Port Moody City Hall, 100 Newport Drive.

Conferences		
LMLGA – Whistler May 6-8		
FCM – Toronto June 4-7		
UBCM – Victoria September 21-25		
Acting Mayor Schedule		
	1 st Acting	2 nd Acting
January:	Cllr.	Cllr.
February:	Cllr.	Cllr.
March:	Cllr.	Cllr.
April:	Cllr.	Cllr.
May:	Cllr.	Cllr.
June:	Cllr.	Cllr.
July:	Cllr.	Cllr.
August:	Cllr.	Cllr.
September:	Cllr.	Cllr.
October:	Cllr.	Cllr.
November:	Cllr.	Cllr.
December:	Cllr.	Cllr.

January						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

April						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

July						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

October						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

May						
Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

November						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

March						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

June						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

September						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

December						
Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

 Council Meetings

 Conferences

Committee of the Whole meetings are scheduled as required.

Memorandum

Date: September 30, 2019
 Submitted by: Corporate Services Department – Legislative Services Division
Subject: Clarification of Support for United Way's Period Promise Campaign

At the Regular Council meeting held on September 10, 2019, Council considered a request from United Way of the Lower Mainland to support their Period Promise Campaign (**Attachment 1**). Council passed the following resolution based on the motion proposed in the request:

RC19/395

THAT staff be directed to provide a report regarding the cost and implementation of providing city facilities, including recreational spaces and libraries, working with homeless, street-involved, and low income and vulnerable girls, women, trans individuals and non-binary people access to free menstrual products in a manner that reduces menstrual stigma.

AND that the City endorse the United Way Period Promise campaign as a locally-built solution that promotes health, well-being, security and dignity in our community.

Staff are in the process of gathering the requested information; however, due to ambiguity in the above resolution, staff are seeking clarification on the direction provided to ensure that the intention was to have staff report back only on providing access to free menstrual products in City facilities as a means to reduce menstrual stigma. The report back would be based on the cost and implementation of providing free menstrual products in City facilities that may be used by the affected populations; the report would not be based on staff consultation with groups affected by menstrual stigma, and the program would not include means to limit product access to groups identified in the resolution. Unless Council wishes to have staff report back on the cost of the program after working with the identified groups, the recommended resolution is:

THAT, as clarification for resolution RC19/395, staff be directed to report back on the cost and implementation of providing access to free menstrual products in City facilities as a means to reduce menstrual stigma for those affected.

Working with the identified groups to define and address the issue of menstrual stigma would require significant additional resources outside identified Council Strategic Priorities. Further direction would be required to outline the scope of such an undertaking.

Attachment(s)

1. Email dated July 17, 2019 from United Way of the Lower Mainland regarding United Way's Period Promise Campaign.

Report Approval Details

Document Title:	Clarification of United Way Period Promise Campaign Support.docx
Attachments:	- United Way Period Promise Campaign.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

No Signature found

Kate Zanon

Angie Parnell

Rosemary Lodge

Paul Rockwood

No Signature - Task assigned to Dorothy Shermer was completed by workflow administrator

Dorothy Shermer

Tim Savoie

Considered at the Regular Council Meeting Held on September 10, 2019

RC - Agenda - 2019 09 10

Item 12.4

From: Michael McKnight (United Way) [<mailto:MichaelM@uwlm.ca>]**Sent:** July-17-19 9:24 AM**To:** Robert Vagramov <RVagramov@portmoody.ca>**Subject:** Municipalities can make a difference with United Way's Period Promise campaign

Dear Mayor Vagramov and Council,

I'm writing to you on behalf of United Way of the Lower Mainland regarding our Period Promise campaign and the associated work to increase access to menstruation products to vulnerable populations and address period poverty in the communities where we work.

As you may have heard, on June 17 the City of Victoria announced that they would begin providing free menstrual products in their publicly accessible facilities. As Mayor Helps said, "Providing free menstrual products in City facilities is a small, practical thing we can do that will make a big difference in the lives of many people in our community." Earlier this year the City of Fort St John announced they would be conducting their own study to better determine their own responsibility to support people who menstruate. Unfortunately, the need for this product is bigger than we could possibly imagine.

Period poverty is the widespread lack of access to menstrual products due to financial limitations. It affects girls, women, and trans folks around British Columbia, and it does so on a surprising scale. Almost one quarter of Canadian women say they have struggled to afford menstrual products for themselves or their children, and more than 66% say that periods have inhibited them from participating fully in the day-to-day activities of life. (Confidence and Puberty Study by Always, Proctor & Gamble, 2018).

With Period Promise we aim to eradicate period poverty. We do this by promoting simple policy changes and supporting organizations that have made a commitment to provide menstrual products by signing onto the Period Promise Policy Agreement. Nikki Hill and Sussanne Skidmore, our campaign co-chairs, have been incredible champions in pushing this forward with us.

We've had some incredible successes so far. The Ministry of Education has committed to providing free and zero-stigma access to menstrual products in public schools across the province, and the Ministry of Social Development and Poverty Reduction has provided us with a grant to research period poverty across the province. We've also had more than 15 organizations in the Lower Mainland sign the Period Promise Policy Agreement, which we will be happy to provide you.

We're starting to have exciting conversations with municipalities across the province about how they can be involved in making menstrual products more readily accessible in our communities. To support these efforts we have drafted a motion and backgrounder that can go to your Council. It outlines what we hope your municipality may do and why it would be beneficial to your community. You will find them attached to this e-mail.

We encourage you to work with your Councillors and Municipal staff to see if Port Moody may be able to contribute to this movement, and would be excited to speak with you about how we can partner together to make our communities more inclusive and accessible to everybody.

Sincerely,

Considered at the Regular Council Meeting Held on September 10, 2019

RC - Agenda - 2019 09 10

Item 12.4

Michael McKnight

President & CEO

United Way of the Lower Mainland | uwlm.ca

4543 Canada Way, Burnaby, BC V5G 4T4

MichaelM@uwlm.ca | P 604.294.8929

Follow us on [Facebook](#) | [Twitter](#) | [Instagram](#) | [Youtube](#) | [LinkedIn](#)

**SHOW YOUR LOCAL LOVE.
TAKE ACTION TODAY.**

Addendum A: Draft Motion and Backgrounder to support efforts to expand access to menstrual products in municipal facilities.

Motion:

That City council direct staff to provide a report regarding the cost and implementation of providing city facilities, including recreational spaces and libraries, working with homeless, street-involved, and low income and vulnerable girls, women, trans individuals and non-binary people access to free menstrual products in a manner that reduces menstrual stigma. AND that the City endorse the United Way Period Promise campaign as a locally-built solution that promotes health, well being, security and dignity in our community.

Backgrounder:

Whereas:

1. Period poverty is the widespread lack of access to menstrual products due to financial limitations which affects girls, women, and trans and non-binary people in British Columbia who cannot afford menstrual products for themselves or are dependents of people who cannot afford menstrual products.
2. Almost one quarter of Canadian women say they have struggled to afford menstrual products for themselves or their children.
3. Period Poverty is a symptom of poverty and, as a result, is likely experienced at a higher rate by single mothers, transgendered and non-binary folks, indigenous communities, people of colour, people living with disabilities, and other marginalized groups who are affected by poverty at a disproportionately high rate.
4. People who are menstruating but do not have menstrual products available to them experience extreme social isolation by not being able to attend school, work, or community activities without experiencing stigma and shame.
5. People who experience period poverty are placing themselves at greater risk by using menstrual products for longer than their recommended time, or using unsanitary alternatives like rags or newspaper, placing their health and security at risk.
6. The United Way Period Promise campaign has been working to address the issue of period poverty as experienced by vulnerable people in the Lower Mainland for several years. It promotes policy change and has distributed hundreds of thousands of donated menstrual products to community agencies. In 2019, the United Way of the Lower Mainland distributed more than 200,000 donated products to more than 50 agencies. This work builds out awareness of period poverty in our community while promoting changes that can reduce the barriers and isolation faced by people who face it every single month.



City of Port Moody

Report/Recommendation to Council

Date: September 17, 2019
 Submitted by: Seniors Focus Committee
 Subject: Healthy Built Environment Review by Fraser Health

Purpose

To present a request for Council support for inviting Fraser Health to review development applications and be involved in community planning to ensure a healthy built environment is created.

Recommended Resolution

THAT the report dated September 17, 2019 from the Seniors Focus Committee regarding Healthy Built Environment Review by Fraser Health be received for information.

Background

At the Seniors Focus Committee meeting held on September 5, 2019, an Environmental Health Officer from Fraser Health's Healthy Built Environment Team gave a presentation on healthy built environments and provided an overview of the research showing a direct link between healthy built environments and positive impacts on people's physical, mental, and social health. The following resolution was passed:

SFC19/017

THAT Fraser Health be invited to review development applications and take part in the Official Community Plan process to ensure a healthy built environment is created.

Discussion

Members of the Seniors Focus Committee discussed the lack of seniors' amenities in new developments and enquired about how to ensure future developments have these amenities included in the design. The Environmental Health Officer noted that Fraser Health can be invited to review development applications and community planning to assist in ensuring zoning, transportation systems, and neighbourhood designs support a healthy community.

Other Option(s)

1. THAT the report dated September 17, 2019 from the Seniors Focus Committee regarding Healthy Built Environment Review by Fraser Health be referred to staff for information.
2. THAT the report dated September 17, 2019 from the Seniors Focus Committee regarding Healthy Built Environment Review by Fraser Health be referred to staff for action.

Financial Implications

Further information on financial implications would be provided by staff should this report be referred to staff for action.

Communications and Civic Engagement Initiatives

Further information on communication and civic engagement requirements would be provided by staff should this report be referred to staff for action.

Council Strategic Plan Objectives

Inviting Fraser Health to review development applications and be involved in community planning to ensure a healthy built environment is created aligns with the 2019-2022 Council Strategic Plan Objective of providing local services and access to amenities for residents of all ages and abilities.

Report Author

Jennifer Mills
Committee Coordinator

Report Approval Details

Document Title:	Healthy Built Environment Review by Fraser Health.docx
Attachments:	
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Tracey Takahashi

No Signature - Task assigned to Angie Parnell was completed by workflow administrator Dorothy Shermer

Angie Parnell

Rosemary Lodge

Paul Rockwood

No Signature found

Dorothy Shermer

Tim Savoie



City of Port Moody

Report/Recommendation to Council

Date: September 25, 2019
 Submitted by: Arts and Culture Committee
 Subject: Potential Acquisition of the Wharfringer's Office from the Maple Ridge Historical Society

Purpose

To provide Council with information regarding a resolution passed by the Arts and Culture Committee requesting that the City acquire the Wharfringer's Office from the Maple Ridge Historical Society and relocate it to Port Moody for potential conversion into an artist studio.

Recommended Resolution(s)

THAT the report dated September 25, 2019 from the Arts and Culture Committee regarding Potential Acquisition of the Wharfringer's Office from the Maple Ridge Historical Society be received for information.

Background

At the July 29, 2019 Arts and Culture Committee meeting, a subcommittee was formed for the purpose of exploring the concept of micro studios—art studio spaces built into micro homes, trailers, and other small structures—and their applicability to Port Moody. At the September 19, 2019 Arts and Culture Committee meeting, the subcommittee gave a presentation on various micro studio options for consideration. One of these options is to acquire the Wharfringer's Office, a small heritage structure that is slated for demolition in the near future, from the Maple Ridge Historical Society.

The Arts and Culture Committee considered this particular option to be time-sensitive, and passed the following resolution in support of the subcommittee's proposal:

ACC19/025

THAT the City acquire the Wharfringer's Office from the Maple Ridge Historical Society and relocate it to Port Moody for potential conversion into an artist studio.

Discussion

The subcommittee provided the following information regarding the Wharfinger's Office:

- it is a 11'x13' heritage building currently located at the Port Haney Wharf in Maple Ridge, and is owned by the Maple Ridge Historical Society. An image of the building can be found in **Attachment 1**;
- while the building is in generally good condition, it has been subjected to repeated vandalism, including graffiti and physical damage;
- as repeated repairs have become costly for the Society, the Maple Ridge Museum announced that it is seeking a new owner for the building, and that, if a new owner cannot be found, the building will be demolished; and
- structural repairs estimated at \$6,000 are required immediately, including a broken front door, which leaves the building currently unsecured and exposed to further damage.

The subcommittee noted that transportation could pose a significant logistical and financial challenge, and it is currently not known if the building would need to be, or can be, disassembled prior to transport.

Staff suggested that a potential location for this building in Port Moody would need to be determined in considering this acquisition.

Other Option(s)

1. THAT the report dated September 25, 2019 from the Arts and Culture Committee regarding Potential Acquisition of the Wharfinger's Office from the Maple Ridge Historical Society be referred to staff for information.
2. THAT the report dated September 25, 2019 from the Arts and Culture Committee regarding Potential Acquisition of the Wharfinger's Office from the Maple Ridge Historical Society be referred to staff for action.

Financial Implications

Further information on financial implications would be provided by staff should this report be referred to staff for action.

Communications and Civic Engagement Initiatives

Further information on communication and civic engagement requirements would be provided by staff should this report be referred to staff for action.

Council Strategic Plan Objectives

Acquiring and relocating the Wharfinger's Office to Port Moody for potential conversion to an artist studio aligns with the Council Strategic Priority of Economic Prosperity and Community Evolution, specifically the following objectives:

- create an attractive and vibrant community through events, arts, and culture;
- ensure City assets are optimized, maintained, and funded for current and future needs; and
- bring people together by activating public spaces.

Attachment(s)

1. Wharfringer's Office Presentation Slide (from the September 19, 2019 Arts and Culture Committee meeting).

Report Author

Philip Lo

Committee Coordinator

Report Approval Details

Document Title:	Potential Acquisition of the Wharfringer's Office from the Maple Ridge Historical Society.docx
Attachments:	- Attachment 1 - Wharfringer's Office presentation slide.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Tracey Takahashi

No Signature - Task assigned to Angie Parnell was completed by workflow administrator Dorothy Shermer

Angie Parnell

Rosemary Lodge

Paul Rockwood

No Signature found

Dorothy Shermer

Tim Savoie

Attachment 1 – Wharfringer's Office Presentation Slide

From the September 19, 2019 Arts and Culture Committee Meeting.



- Maple Ridge Museum recently announced they are looking for someone to take possession of the Wharfringer's Office. If new owners cannot be found, it will be demolished.
- Originally built in the 1930's as a real estate office, it is now owned by the Maple Ridge Historical Society.
- Requires approx. \$6k for a new roof, doors and other work.
- Could be disassembled for transport.
- Approx. 11' x 13'



City of Port Moody

Report/Recommendation to Council

Date: September 25, 2019
 Submitted by: Engineering and Operations Department – Project Delivery Services Division
 Subject: Statutory Right of Way Discharge and Acquisition for EPP90848 and EPP79896

Purpose

This report seeks Council authorization to discharge two existing statutory rights of way and the enlargement of one statutory right of way associated with City owned infrastructure.

Recommended Resolution(s)

THAT staff be directed to proceed with the discharge of SRW 51186, a portion of SRW 67149, and acquire an enlargement to SRW 54728 as recommended in the report dated September 25, 2019 from the Engineering and Operations Department – Project Delivery Services Division regarding Statutory Right of Way Discharge and Acquisition for EPP90848 and EPP79896.

Background

70 Seaview Drive

A land developer recently relocated a section of storm sewer at the intersection of Clarke Road and Seaview Drive out of the private land being developed at 70 Seaview Drive (PID 030-378-745). The portion of the Statutory Right of Way (SRW 67149) that intersects the corner of the property and supported the original location of the storm sewer is now no longer required. The plan is include for reference as **Attachment 1**.

315 loco Road

Recent storm drainage improvements on Avalon Drive have resulted in the abandonment and removal of a storm sewer crossing north-south through private land at 315 loco Road (PID 005-307-431). The Statutory Right of Way (SRW 51186) supporting the abandoned sewer is no longer required.

Work is currently underway to replace sections of a different storm sewer and a sanitary sewer running along the northern edge of the same property. The Statutory Right of Way (SRW 54728) that provides access to these sewers is too narrow and does not support proper maintenance of the infrastructure.

Staff have reached an agreement in principle with the landowner to widen Statutory Right of Way SRW 54728 along the northern edge of the property and remove Statutory Right of Way SRW 51186 that crosses through the property. The plan is included for reference as **Attachment 2**.

Discussion

The two Statutory Right of Way identified for discharge are no longer need to support the operations and maintenance of City infrastructure and should be discharged. Enlargement of SRW 54728 will allow for future operations and maintenance of the Sanitary and Storm Sewers that run along this right of way and service properties on the south side of Avalon Drive.

Other Option(s)

That staff be directed to not discharge or acquire the Statutory Right of Ways.

Financial Implications

Legal costs associated with Legal Land Survey and Lawyer services in drafting agreements with land owners can be absorbed within existing project budgets.

Communications and Civic Engagement Initiatives

No communications or civic engagement activities are required.

Council Strategic Plan Objectives

Maintaining up-to-date and relevant Statutory Right of Ways allows the City to optimize the maintenance and management of its infrastructure and aligns with Council's 2019-2022 Strategic Pillar of Community Evolution, specifically to ensure City assets are optimized, maintained, and funded for current and future needs.

Attachment(s)

1. EDMS-478933-v1 Plan of Proposed Discharge of Statutory Right of Way SRW 67149 (PID 030-378-745).
2. EDMS-478941-v1 Plan of Proposed Discharge and Enlargement of Statutory Right of Ways SRW 51186 and SRW 54728 (PID 005-307-431)

Report Author

Tim Aucott, P.Eng.
Senior Project Engineer

Report Approval Details

Document Title:	Statutory Right of Way Discharge and Acquisition - EPP90848 and EPP79896.docx
Attachments:	- EDMS-478933-v1-Plan_of_Proposed_Discharge_of_Statutory_Right_of_Way_SRW_67149_(PID_030-378-745).docx - EDMS-478941-v1-Plan_of_Proposed_Adjustments_of_Statutory_Right_of_Ways_SRW_51186_and_SRW_54728_(PID_005-307-431).docx
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Kim Law

Jeff Moi

Rosemary Lodge

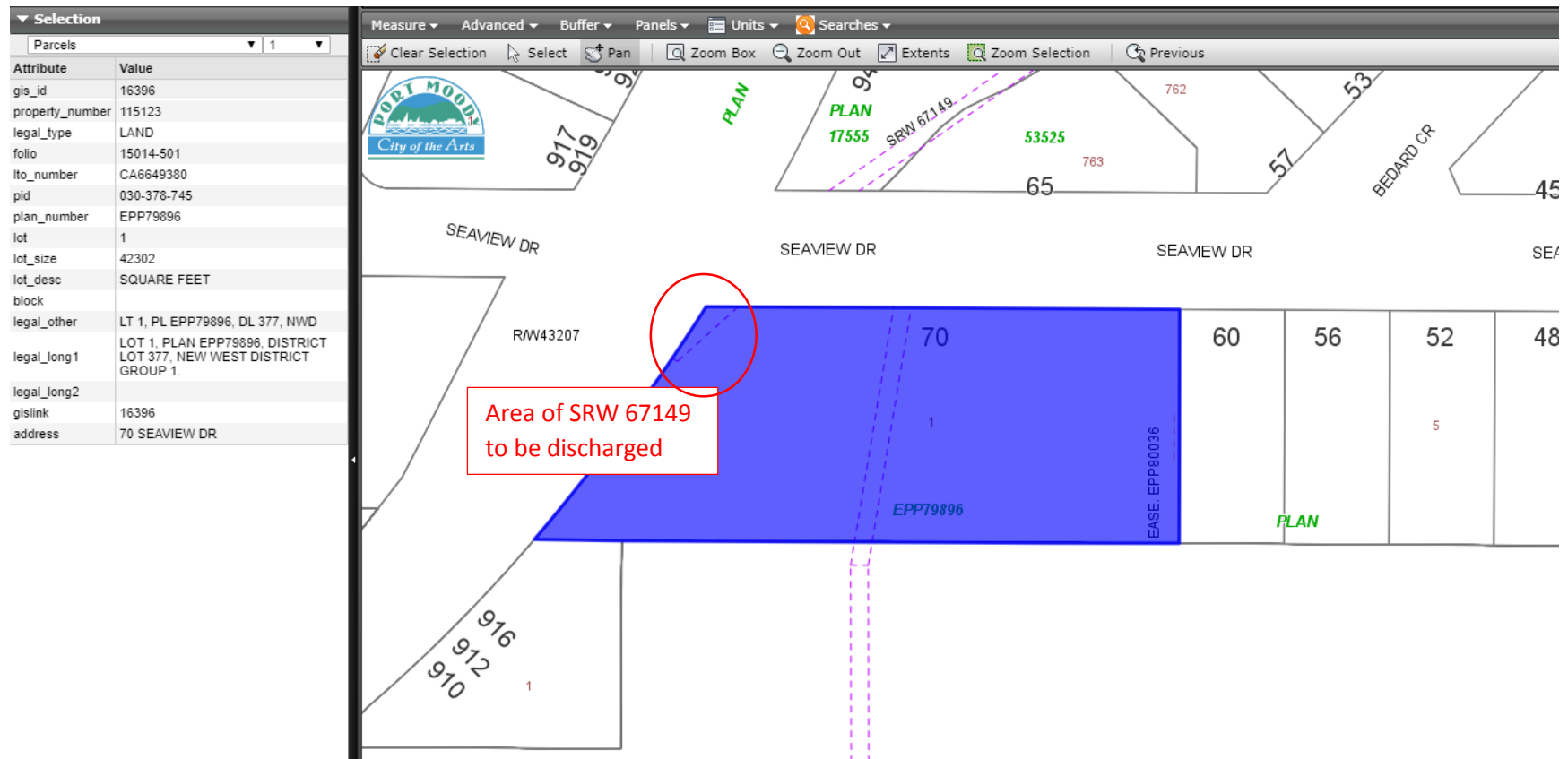
No Signature - Task assigned to Paul Rockwood was completed by delegate Tyson Ganske

Paul Rockwood

Dorothy Shermer

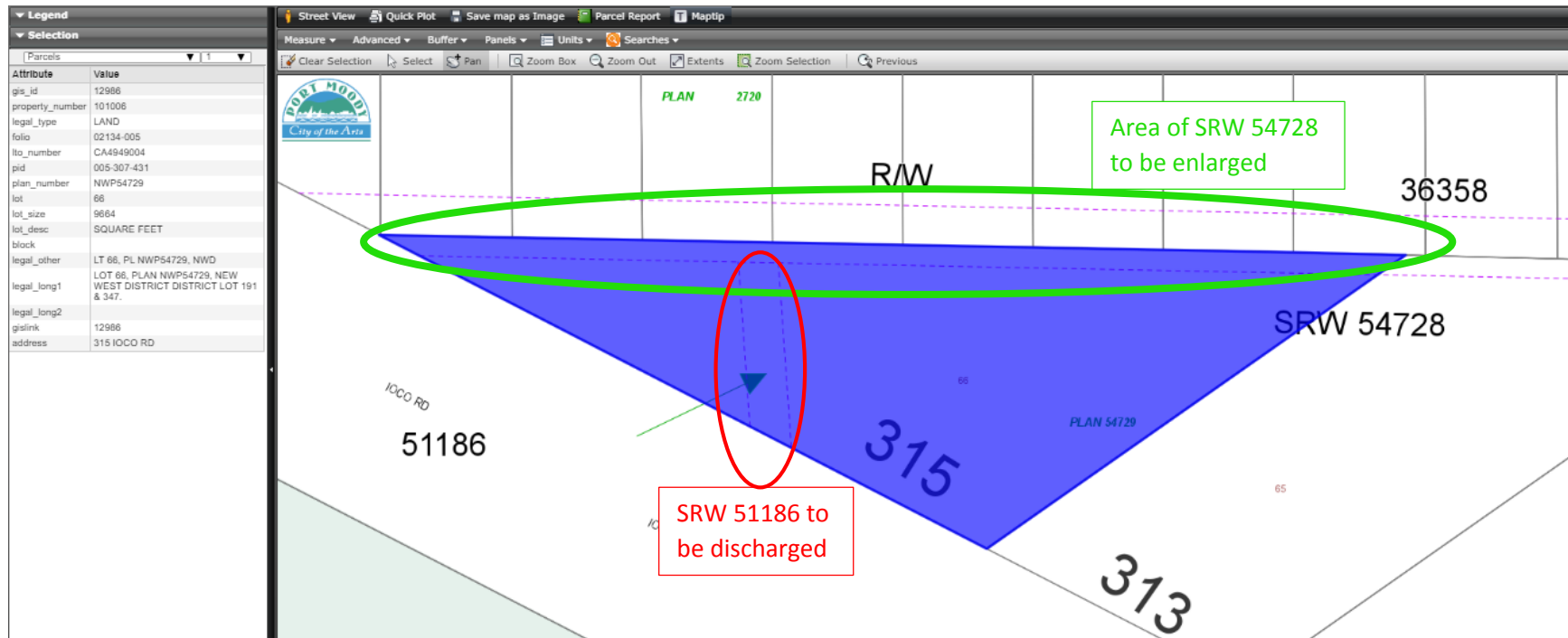
Tim Savoie

Plan Showing Proposed Discharge of Statutory Right of Way (SRW 67149)
70 Seaview Drive (PID 030-378-745)



Plan Showing Proposed Discharge of Statutory Right of Way (SRW 51186)
and Enlargement of a Wider Statutory Right of Way (SRW 54728)

315 Ioco Road (PID 005-307-431)





City of Port Moody

Report/Recommendation to Council

Date: September 18, 2019
 Submitted by: Planning and Development Department – Policy Planning
 Subject: Corporate Policy for BC Energy Step Code Rezoning Applications

Purpose

To present amendments to the Corporate Policy for BC Energy Step Code Rezoning Applications for Council consideration.

Recommended Resolution(s)

THAT the Corporate Policy – 13-6870-2019-03 – BC Energy Step Code Rezoning Applications be amended as recommended in the report dated September 18, 2019 from the Planning and Development Department – Policy planning regarding Corporate Policy for Energy Step Code Rezoning Applications.

Background

At the July 9, 2019 Regular Council meeting the following resolutions were passed:

RC19/329

THAT the proposed early adoption strategy for the Energy Step Code be endorsed as recommended in the report dated June 12, 2019 from the Planning and Development Department - Policy Planning Division regarding Energy Step Code Early Adoption Strategy;

AND THAT Corporate Policy - 13-6870-2019-03 - BC Energy Step Code Rezoning Requirements be endorsed;

AND THAT staff be directed to report back with Building Bylaw amendments to support the proposed BC Energy Step Code early adoption strategy.

Discussion

As of April 2017, the British Columbia Building Code includes an alternative performance-based compliance path for meeting new construction energy efficiency building standards, which are phased in through pre-established step increases. The Energy Step Code (ESC) establishes a set of metrics that must be demonstrated through energy modelling and airtightness testing to prove compliance. Local governments have the authority to require and/or incentivize builders and developers to meet different steps of the ESC in advance of regulation.

By 2032, the BC Building Code will move toward the higher steps of the ESC as a minimum requirement, with incremental increases along the way in 2022 and 2027. The National Building Code of Canada is similarly moving towards this outcome by 2030. Many local governments across BC are exploring early adoption scenarios in advance of regulation, with various incentives, training, and support to assist with the transition.

City-Wide Application of Requirements

In July of 2019 Council adopted ESC requirements according to the framework and schedule summarized in **Attachment 1**. Under the adopted strategy, Port Moody will enforce lower steps of the ESC in advance of Provincial regulations that are slated as early as 2022. The approach lays out a clear path for industry leading up to Provincial regulation, while allowing time for staff and industry to prepare. Port Moody's ESC strategy is communicated through the following policy tools:

- Building Bylaw amendments applicable to building permit applications; and
- a corporate policy applicable to rezoning applications.

Staff have reported back to Council with associated Building Bylaw amendments that are in the process of being implemented with adoption of the new Building Bylaw. In addition, staff are working to develop technical bulletins that outline specific requirements and procedures associated with the adoption strategy for Part 9 and Part 3 building applications that will be available on the City's website once complete.

Rezoning Applications

Local governments have the opportunity to encourage or incentivize more energy efficient buildings under the ESC framework in advance of Provincial regulation. This Corporate Policy (**Attachment 2**) provides procedures to incentivise and encourage higher energy efficiency and low carbon building performance through the rezoning process, above ESC requirements outlined in the Building Bylaw. The Corporate Policy includes a table of increasing performance above the progression of requirements in the Building Bylaw schedule in **Attachment 1**. Notwithstanding the proposed approach, staff will encourage applicants to exceed requirements to target higher Steps of the ESC and/or low carbon options where feasible.

On July 9, 2019 Council endorsed the Corporate Policy for Energy Step Code rezoning applications. Staff are bringing back an amended version of the Corporate Policy to seek endorsement of the following changes:

- addition of a schedule outlining increasing energy efficiency and/or low carbon performance above requirements in the Building Bylaw schedule;
- description of additional information pertaining to low carbon energy systems (LCES) that the City may collect; and
- minor updates following completion of a legal review of the Corporate Policy.

As endorsed by Council on July 9, 2019, the Corporate Policy came into effect on September 1, 2019. All detailed development applications in stream or accepted for processing prior to this date were not affected. This is to account for the possibility that buildings that have advanced to a detailed design stage may have difficulty complying with the new requirements. However,

rezoning applications received prior to the implementation date will be encouraged to comply with the proposed framework if feasible.

Letters will be sent to pre-applications in stream, notifying applicants that the Corporate Policy will apply to any detailed applications submitted to the City.

Other Option(s)

THAT Corporate Policy - 13-6870-2019-03 - BC Energy Step Code Rezoning Policy be referred to staff for further review.

Financial Implications

There are no financial implications with the receipt of this report.

Communications and Civic Engagement Initiatives

The local building industry was consulted and notified of upcoming changes related to the Energy Step Code during the development of a Port Moody specific Energy Step Code early adoption strategy.

If Council endorses the proposed Corporate Policy, staff will notify the building community about the changes and provide clear information about the compliance with the proposed strategy. Technical bulletins will be posted on the web site and included in Building Permit application packages. Letters will be sent to pre-applications in stream, notifying applicants that the Corporate Policy will apply to any detailed applications submitted to the City as of September 1, 2019.

Council Strategic Plan Objectives

Adoption of the Energy Step Code Corporate Policy for Rezoning is consistent with the strategic outcomes in the area of Environmental Leadership identified in the 2019-2022 Council Strategic Plan.

Attachment(s)

1. Energy Step Code Building Bylaw Requirements
2. Draft Corporate Policy - 13-6870-2019-03

Report Author

Laura Sampliner, BES, LEED GA
Sustainability and Energy Coordinator

Report Approval Details

Document Title:	Energy Step Code Corporate Rezoning Policy.docx
Attachments:	- Attachment 1 - Energy Step Code Early Adoption Schedule.DOCX - Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli

André Boel

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Attachment 1 – Energy Step Code Early Adoption Schedule

Table 1: Proposed Building Bylaw Early Adoption Schedule of the Energy Step Code

	Recommended Step	Timetable for Future Adoption		
	2020	2021	2025	2030
	Part 9			
Townhomes & apartments	Step 1	Step 3	Step 4	Step 5
SFD, duplex, other	Step 1	Step 3	Step 4	Step 5
	Part 3			
Residential concrete towers	Step 2 Or Step 1 with LCES	Step 3 Or Step 2 with LCES	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES
Residential wood frame low/mid rise	Step 2 Or Step 1 with LCES	Step 3 Or Step 2 with LCES	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES
Office and retail buildings	Step 1	Step 2	Step 3	Step 3
Hotel	Step 1	Step 2	Step 3	Step 3

**LCES is a low carbon energy system*

Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Planning and Development	13
Sub-Section:	Policy Planning	6870
Title:	Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx	2019-03

Related Policies

Number	Title

Approvals

Approval Date: July 9, 2019	Resolution #: RC19/329
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

Corporate Policy Manual

Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx

Definitions

Energy Step Code means the Province of British Columbia's performance-based standard for energy efficiency in new construction requiring energy modelling and on-site testing to demonstrate minimum performance against metrics for building envelope, equipment and systems, and airtightness requirements, and including Step 1, Step 2, Step 3, Step 4, and Step 5, as defined in Sections 9.36.6 and 10.2.3 of the Building Code, all as amended or re-enacted from time to time.

Low Carbon Energy System means a professionally operated and maintained, highly efficient mechanical system that supplies a building's space heating, cooling, and domestic hot water heating demand primarily from renewable energy sources, and meets defined GHG limits.

Greenhouse Gas Intensity means a measure of a building's greenhouse gas (GHG) performance using the definition, calculation, and fuel type emissions factors established in the energy modelling guidelines referenced by the Energy Step Code, that is a calculated value determined through energy modelling and reported in kilograms of carbon dioxide-equivalent per square metre per year (kgCO₂e/m²a).

Part 9 Buildings means a building defined in the British Columbia Building Code that includes single, two-family, attached and apartment buildings up to three storeys and 600 square metres in footprint or less.

Part 3 Buildings means a building defined in the British Columbia Building Code that includes residential or business and personal services or mercantile occupancy "commercial" buildings larger than three storeys or 600 square metres in footprint, and include apartments, offices, shopping centres, hotels, and some mixed-use buildings.

Policy

Background

The Energy Step Code (ESC) is an alternative compliance path in the British Columbia Building Code (BCBC) that outlines increasing steps of energy efficiency standards rooted in a performance-based approach. This approach establishes a set of metrics that must be demonstrated through energy modelling and airtightness testing to prove compliance. Various metrics define the Steps of the ESC, progressing from enhanced base code compliance at Step 1 to zero-energy ready at the highest step. Different building types have different numbers of steps. The steps are categorized into Lower and Upper Steps according to building types.

Three key aspects of the ESC that distinguish it from traditional BC Building Code energy requirements are as follows:

1. *Performance-based*, offering builders design flexibility, as opposed to a lengthy suite of prescriptive technical requirements for individual building components;
2. *Envelope-focused*, recognizing the need to help ensure that the building envelope (e.g. walls, foundation, ventilation), which is unlikely to change or be upgraded over the building's life, is designed and constructed efficiently from the beginning; and

Corporate Policy Manual

Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx

3. *Explicit about airtightness*, the lowest cost way to improve building performance, but an area where buildings in BC lag behind the rest of the country.

Approach and Intent

Local governments have the opportunity to encourage or incentivize more energy efficient buildings under the ESC framework in advance of Provincial regulation. The City's Building Bylaw outlines steps for future construction. In addition to the Building Bylaw requirements, this Corporate Policy provides procedures to incentivise and encourage higher energy efficiency and low carbon building performance through the rezoning process, beyond ESC requirements outlined in the Building Bylaw. Rezoning application paths are outlined below according to building classification:

Building Type	Rezoning Application and Energy Step Code Paths		
	2020	2021	2025
Buildings Subject to Part 9 of the Building Code			
Single family dwelling, duplex, semi-detached residential building, and dwelling units.	Step 3	Step 4	Step 5
Row housing building and multiple-unit residential buildings	Step 3	Step 4	Step 5
Buildings Subject to Part 3 of the Building Code			
Group C Multi residential building	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES	Step 4 Or Step 3 with LCES
Group D Business and personal services occupancy	Step 2	Step 3	n/a
Group E mercantile occupancy	Step 2	Step 3	n/a
Group C Hotel	Step 2	Step 3	n/a

Low Carbon Energy Systems

While the Energy Step Code establishes a framework for reducing energy use in new buildings, it does not explicitly address GHGs from buildings. For this reason, based on industry research, Part 3 buildings are provided with two compliance paths. Applicants will be encouraged to follow this Policy and can choose to either meet a higher energy efficiency Step than prescribed in the Building Bylaw, or meet a lower energy efficiency Step with implementation of a low carbon energy system that satisfies a greenhouse gas intensity (GHGI) limit of 6kg/m²/year.

Corporate Policy Manual

Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx

Planning and Development staff may establish forms, processes and similar administrative requirements in relation to an LCES Pathway such as:

- a) evidence that a utility will purchase the LCES;
- b) evidence that the ownership of the LCES has transferred to a utility;
- c) evidence of long-term energy service;
- d) evidence that the applicant has experience with other similar successful energy systems;
- e) evidence of long-term supply of low-carbon energy;
- f) maintenance, warranty, and optimization contract(s);
- g) long-term, owner-funded maintenance contract(s); and
- h) funding structure for long-term maintenance of strata-owned energy systems.

Procedures

The following procedures will be followed for Part 9 and Part 3 building archetypes with defined metrics according to the Energy Step Code framework:

1. During the preliminary review of a rezoning application, staff will direct the applicant to review the Corporate Policy and ensure that the applicant is aware of potential rezoning application paths pertaining to the project building classification;
2. The applicant will be strongly encouraged to conduct energy modelling and progress through the rezoning application process with the intent of achieving procedures outlined above;
3. Along with the detailed rezoning application submission, the applicant may be requested to voluntarily offer to provide a written statement, for example through a development agreement or Section 219 covenant in favour of the City that their proposed design is able to meet the chosen application path stated above and projects that comply with this Corporate Policy will be accompanied with a staff report to Council as part of its consideration of such application detailing the applicant's commitment to energy efficient building and this Corporate Policy ;
4. If the application is approved by Council in reliance on the commitments that may voluntarily be made as referred to in this Policy, applicants must submit Letters of Assurance as part of Building Permit application, and prior to occupancy, assuring that the project substantially complies with the City's Energy Step Code and LCES requirements, as applicable.

Associated Regulations and Policy Documents

This Policy is to be applied in conjunction with:

- City of Port Moody Zoning Bylaw, No. 2937;
- Energy Step Code bulletins issued by the Planning and Development Department; and
- other relevant bylaws or policies as necessary or that may be adopted by Council.

Monitoring/Authority

1. The review of rezoning applications under this policy is delegated to the General Manager of Planning and Development.

Corporate Policy Manual

Attachment 2 - Draft Corporate Policy - 13-6870-2019-03.docx

2. Council maintains full discretion on the consideration of rezoning applications.

This Corporate Policy shall come into effect on September 1, 2019.

Memorandum

Date: September 30, 2019
Submitted by: Corporate Services Department – Legislative Services Division
Subject: Building Bylaw, No. 3200 – Adoption

At the Regular Council meeting held on September 10, 2019, Council considered the attached report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Building Bylaw, No. 3200 and passed the following resolutions:

RC19/379

THAT City of Port Moody Building Bylaw, 2019, No. 3200 be read a first time as recommended in the report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Building Bylaw, No. 3200.

RC19/380

THAT Bylaw No. 3200 be read a second time.

RC19/381

THAT Bylaw No. 3200 be read a third time.

City of Port Moody Building Bylaw, 2019, No. 3200—a Bylaw to administer the Building Code and regulate construction—is now before Council for adoption.

The recommended resolution is:

THAT City of Port Moody Building Bylaw, 2019, No. 3200 be now adopted as recommended in the memo dated September 30, 2019 from the Corporate Services Department – Legislative Services Division regarding Building Bylaw, No. 3200 – Adoption.

Report Approval Details

Document Title:	Building Bylaw, No. 3200 - Adoption.docx
Attachments:	- Report considered at 2019 09 10 RC meeting - Building Bylaw, No. 3200.pdf - Bylaw No. 3200.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer

Angie Parnell

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Considered at September 10, 2019 Regular Council Meeting

Council Agenda Information

☒ Regular Council September 10, 2019

Item 9.1



City of Port Moody Report/Recommendation to Council

Date: August 30, 2019 File No. 09-3900-10-1
Submitted by: Planning and Development Department – Building, Bylaw, and Licensing Division
Subject: Building Bylaw, No. 3200

Purpose / Introduction

To present a new Building Bylaw for Council's consideration.

Recommended Resolutions

THAT City of Port Moody Building Bylaw, 2019, No. 3200 be read a first time as recommended in the report dated August 30, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Building Bylaw, No. 3200.

THAT Bylaw No. 3200 be read a second time.

THAT Bylaw No. 3200 be read a third time.

Background

City of Port Moody Building and Plumbing Code Administration Bylaw, No. 2577 (**Attachment 1**) regulates new construction within the City. The Bylaw was originally adopted in 2003. Since that time, new Provincial legislation has been adopted, including the *Building Act* and the *BC Energy Step Code*.

Discussion

Draft Building Bylaw, No. 3200 (**Attachment 2**) has been prepared to include a number of housekeeping amendments as well as to add some new regulations with respect to the *BC Energy Step Code*. The draft Bylaw was modeled after the Municipal Insurance Associations (MIA) Model Building Bylaw, released in 2018. The Bylaw includes an update to some terminology and section references reflected in the current edition of the *BC Building Code (BCBC)* as well as referencing the *Building Act*, which was adopted in 2015.

The draft Bylaw also adds a number of new requirements as well. In previous editions of the *BCBC*, items such as construction fencing and washroom facilities for workers were addressed, but with more recent *BCBC* updates these requirements have been removed.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Report/Recommendation to Council

Building Bylaw, No. 3200

August 30, 2019

In June, Council adopted a Corporate Policy that outlined a strategy for the requirement of the *BC Energy Step Code* for new construction. The draft Bylaw includes the progress chart adopted within this strategy as Schedule G.

After this Bylaw has received three readings, staff will prepare the accompanying policies and referenced bylaws (MTI) for future Council consideration.

The draft Bylaw has been reviewed by the City's solicitor. With the requirements being proposed in Building Bylaw, No. 3200, the City will be current and consistent with other City Bylaws and Provincial Legislation.

Other Options

THAT the report dated August 30, 2019 from the Development Services Department – Building, Bylaw, and Licensing Division regarding Building Bylaw, No. 3200 be received for information.

Financial Implications

There are no financial implications associated with this report.

Communications / Civic Engagement

There are no communications or civic engagement initiatives associated with this report.

Council Strategic Plan Objectives

The recommendations in this report are consistent with Council's Strategic Plan for providing excellence in customer service.




Attachments:

1. City of Port Moody Building and Plumbing Code Administration Bylaw, 2003, No. 2577.
2. Draft City of Port Moody Building Bylaw, 2019, No. 3200.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10
Report/Recommendation to Council
 Building Bylaw, No. 3200
 August 30, 2019

Item 9.1

Prepared by:	Reviewed by:
 Robyn MacLeod, RBO, CRBO Manager of Building, Bylaw, and Licensing	 André Boel, MCIP, RPP General Manager of Planning and Development
Reviewed for Form and Content / Approved for Submission to Council:	
City Manager's Comments  Tim Savoie, MCIP, RPP City Manager	

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 1

TABLE OF CONTENTS

PART 1 - GENERAL.....	2
1. TITLE AND PURPOSE.....	2
2. TRANSITIONAL PROVISIONS.....	3
3. REPEAL	3
4. DEFINITIONS.....	3
5. DUTIES OF THE BUILDING OFFICIAL	7
6. POWERS OF THE BUILDING OFFICIAL.....	7
7. RESPONSIBILITY OF THE OWNER.....	8
8. PENALTIES AND ENFORCEMENT	8
9. SEVERABILITY.....	9
 PART II - BUILDINGS AND TEMPORARY BUILDINGS	 9
10.PROHIBITIONS.....	9
11.APPLICATIONS.....	9
12.PROFESSIONAL PLAN CERTIFICATION	14
13.EQUIVALENTS AND TESTS	15
14.PERMITS.....	15
15.RETAINING WALLS AND SLOPE RETENTION	17
16.TEMPORARY STRUCTURE PERMIT	18
17.PROFESSIONAL DESIGN AND FIELD REVIEW	18
18.DAMAGE TO FACILITIES IN THE PUBLIC RIGHT-OF-WAY	19
19.DOCUMENTS ON THE SITE.....	20
20.INSPECTIONS.....	20
21.OCCUPANCY PERMITS	22
22.CLIMATIC DATA	23
 PART III - PLUMBING.....	 24
23.REQUIREMENTS AND SPECIFICATIONS.....	24
 PART IV - MOVING A BUILDING	 25
24.MOVING OF BUILDINGS.....	25
 PART V - SWIMMING POOLS	 26
25.SWIMMING POOLS.....	26
26.POOL DRAINAGE REQUIREMENT	27
27.OFFENCES AND FINES	27
33.SCHEDULES.....	28

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

CONSOLIDATED FOR CONVENIENCE ONLY

THE CITY OF PORT MOODY

BYLAW NO. 2577

A BYLAW FOR THE ADMINISTRATION OF THE BUILDING AND PLUMBING CODE

WHEREAS section 694 (1) of the Local Government Act authorizes the City of Port Moody, for the health, safety and protection of persons and property to regulate the construction, alteration, repair, or demolition of buildings and structures by bylaw;

AND WHEREAS the Province of British Columbia has adopted a building code to govern standards in respect of the construction, alteration, repair and demolition of buildings in municipalities in the province;

AND WHEREAS it is deemed necessary to provide for the administration of the building code;

NOW THEREFORE City Council of the City of Port Moody, in open meeting assembled, enacts as follows:

PART 1 - GENERAL

1. TITLE AND PURPOSE

- 1.1 This Bylaw may be cited for all purposes as the "City of Port Moody Building and Plumbing Code Administration Bylaw," No. 2577.
- 1.2 This Bylaw, shall, despite any other provisions herein, be interpreted in accordance with subsection 1.3.
- 1.3 This Bylaw is enacted and retained for the purpose of regulating construction within the City of Port Moody in the general public interest. The activities undertaken by or on behalf of the City of Port Moody pursuant to this bylaw are for the sole purpose of providing a limited and interim spot-checking function for reasons of public health and safety and the protection of persons and property. It is not contemplated nor intended, nor does the purpose of this bylaw extend:
 - 1.3.1 to the protection of owners, owner/builders or builders from economic loss;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

- 1.3.2 to the assumption by the City of Port Moody of any responsibility for ensuring the compliance by an Owner, his representatives or any employees, contractors, builders or design professionals retained by him, with the current edition of the British Columbia Building Code, the requirements of this Bylaw or any other applicable enactments respecting safety;
- 1.3.3 to providing any person a warranty of design or workmanship with respect to any building or structure for which a building permit or occupancy permit is issued under this Bylaw;
- 1.3.4 to providing a warranty or assurance that construction undertaken pursuant to building permits issued by the City of Port Moody is free from latent, or any defects.

2. *TRANSITIONAL PROVISIONS*

This Bylaw will only apply to permits (as hereinafter defined) for which applications were received after the date of final adoption of this Bylaw. Any permit for which an application was pending on or before the date of final adoption of this Bylaw will be governed by the terms and conditions of the City of Port Moody Building and Plumbing Code Administration Bylaw No. 2146, 1993 and all amendments thereto.

Section 3 – Amended by Bylaw No. 2789

3. *REPEAL*

"City of Port Moody Building and Plumbing Code Administration Bylaw, 1993," No. 2146 and amendments thereto is repealed and replaced by this Bylaw except for transitional purposes, pursuant to Article 2 of this Bylaw, in connection with any applications received prior to the date of the adoption of this Bylaw.

4. *DEFINITIONS*

In this Bylaw:

The following words and terms have the meanings set out in Section 1.1.3.2 of the British Columbia Building Code 1998 as amended or re-enacted from time to time: **assembly occupancy, building, building area, building height, business and personal services occupancy, care or detention occupancy, constructor, coordinating registered professional, designer, field review, high hazard occupancy, industrial occupancy, low hazard industrial occupancy, major occupancy, mercantile occupancy, medium hazard industrial occupancy, occupancy, owner, registered professional, and residential occupancy.**

"**Accessory building**" means a **building**, the use or intended use of which is ancillary and subordinate to that of a principal **building** situated on the same lot.

"**Agent**" means a person authorized by an **owner** to represent the **owner** for the purpose of this Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

"**Applicant**" means an **owner**, his **agent**, or a **Certified Professional** acting on behalf of an **owner**.

"**Building Code**" means the British Columbia **Building Code** 1998 as adopted by the Minister pursuant to section 692 (1) of the Local Government Act, as amended or re-enacted from time to time.

"**Building Official**" includes Building **Inspectors**, Plan checkers and Plumbing Inspectors designated by the **City** of Port Moody.

"**Building Permit**" means a permit to construct a **building** or **temporary building** issued in accordance with Part II of this Bylaw.

"**Chief of Police**" shall mean the Chief Constable of the **City** of Port Moody.

"**City**" means the Corporation of the **City** of Port Moody.

"**Complex Building**" means:

- (a) all **buildings** used for **major occupancies** classified as:
 - i) **assembly occupancies**,
 - ii) **care or detention occupancies**,
 - iii) **high hazard industrial occupancies**, and
- (b) all **buildings** exceeding 600 square meters in **building area** or exceeding three storeys in **building height** used for **major occupancies** classified as:
 - i) **residential occupancies**,
 - ii) **business and personal services occupancies**,
 - iii) **mercantile occupancies**,
 - iv) **medium and low hazard industrial occupancies**.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

"**Construction**" means the erection, alteration, addition, demolition, repair, reconstruction, removal or relocation of a **building**, and includes the installation of a plumbing system and includes all labour even if provided by the **Owner** or donated voluntarily by others, site development, excavation related to the building, roofing, electrical, plumbing, drains, heating, air conditioning, interior finishes, fire extinguishing systems, elevators, services provided by **Registered Professionals** and everything attached thereto as to constitute real property.

"**Construction cost**" as referred to in the **Fees & Charges Bylaw** No. 2340 may be determined by the **Building Official** using current market unit costs.

"**Demolition permit**" means a permit to demolish a **building** or temporary **building** issued in accordance with Part II of this Bylaw.

"**Director of Environmental Services**" means the official appointed by the **City** as the Manager of Parks and Environmental Services.

"**Director of Community Services**" means the official appointed by the **City** as head of the Operations department.

"**Fees and Charges Bylaw**" means the **City** of Port Moody **Fees and Charges Bylaw** No. 2340, 1998 as amended or re-enacted from time to time.

"**Facilities**" means any system installed in a highway or in a statutory right of way for the purpose of providing a service to property and shall include sidewalks, curbs and gutters, water supply and distribution, sewage and drainage collection and disposal, street lighting, electric power distribution, telephone, cable television and gas distribution systems.

"**Land Title Act**" means the Land Title Act, R.S.B.C. 1996, c. 250.

Definition - Amended by Bylaw No. 2852

"**Landscape walls**" are walls less than 1.2m in height which have a setback ratio of greater than **two** horizontal to one vertical.

"**Local Government Act**" means the Local Government Act, R.S.B.C. 1996, c.323.

"**Manager**" means the Manager of Building, Bylaws and Licensing Services.

"**Moving permit**" means a permit to move a **building** or **temporary building** issued in accordance with Part IV of this Bylaw.

"**Occupancy permit**" means a permit to occupy a **building** or portion of a **building** issued in accordance with Article 19 of this Bylaw.

"**Permit**" means permission or authorization in writing by the **Building Official** to perform **work** regulated by this Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

"**Plumbing Contractor**" means a person who carries on a business whereby the purpose of which is the installation or alteration of plumbing systems and is qualified to do so pursuant to all applicable statutes, regulations and bylaws.

"**Plumbing System**" means a drainage system, a venting system and a water system or parts thereof.

"**Pool**" means every structure intended for or used as a swimming **pool** with a water depth exceeding 610 mm and includes the fence or other **structure** enclosing such **pool** and any plumbing system or appurtenance attached thereto.

"**Pool permit**" means a **permit** issued in accordance with Part V of this Bylaw.

Definition – Amended by Bylaw No. 2852

"**Retaining walls**" means walls constructed for the retention of soils in excess of 1.2m in height or **less** than two horizontal to one vertical setback ratio.

"**Site profile**" means a completed Schedule One of the Waste Management Act, R.S.B.C 1996, c. 482 required prior to the issuance of any building permit to erect or demolish any structure on a site that has previously been used for industrial or commercial purposes.

"**Standard building**" means a **building** of three storeys or less in **building height**, having a **building area** not exceeding 600 square meters and used for **major occupancies** classified as

- (a) **residential occupancies,**
- (b) **business and personal services occupancies,**
- (c) **mercantile occupancies, or**
- (d) **medium and low hazard industrial occupancies.**

"**Structure**" means any **construction** fixed to, supported by, or sunk into land or water; excludes fences and landscape walls less than 1.2 metres in height and concrete and asphalt paving or similar surfacing of a lot.

"**Subdivision Control Bylaw**" means the **City** of Port Moody Subdivision Control Bylaw No. 1804, 1987, as amended or re-enacted from time to time.

"**Surveyor**" means an individual who is a member in good standing of the Corporation of Land Surveyors of British Columbia pursuant to the Land Surveyors Act, R.S.B.C. 1996, c. 248.

"**Temporary building**" means a **building** or any part thereof that will be used for a period of time not exceeding one year from the date of the placement of such a **building** but does not include a mobile home intended for single family residential occupancy.

"**Work**" means the **construction**, alteration, repair or demolition of a **building**, **pool**, plumbing system or **temporary building**, including, but without limiting the generality of the foregoing, demolition in the form of the removal or relocation

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

of a **building, pool**, plumbing system or **temporary building**, but not including any repairs being done as part of the normal maintenance of such **building, pool**, plumbing system or **temporary building**.

"Zoning Bylaw" means the City of Port Moody **Zoning Bylaw**, 1988, No. 1890, as amended or re-enacted from time to time.

5. **DUTIES OF THE BUILDING OFFICIAL**

The *Building Official* may:

- 5.1 Administer this bylaw;
- 5.2 Keep records of all applications received, **permits** and orders issued;
- 5.3 Carry proper identification, confirming his or her status as a **Building Official**.

6. **POWERS OF THE BUILDING OFFICIAL**

6.1 A **Building Official**

- 6.1.1 May enter any **building** or premises at any reasonable time for the purpose of ascertaining whether the requirements of this bylaw are being observed;

Section 6.1.2 - Amended by Bylaw No. 2789

- 6.1.2 It is an offence for any person to prevent or obstruct or attempt to prevent or obstruct the authorized entry of officers under subsection 6.1.1.

Section 6.1.3 - Amended by Bylaw No. 2789

- 6.1.3 Where any dwelling, apartment or guest room is occupied, the **Building Official** shall, except in emergencies, obtain the consent of the occupant or provide where reasonably practical, written notice twenty four hours in advance of entry.
- 6.2 A **Building Official** may order the correction of any **work** that is being or has been done in contravention of this bylaw.
- 6.3 A **Building Official** may order the cessation of **work** that is proceeding in contravention of the **Building Code** and this bylaw, or any related **City** bylaw, by posting a "Stop Work Order" as prescribed by the **Building Official**, on the property where such **work** is undertaken.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

7. *RESPONSIBILITY OF THE OWNER*

- 7.1 Every **owner** shall ensure that all construction complies with the Building Code, this bylaw and other applicable enactments respecting safety.
- 7.2 Neither the issuance of a **permit** under this bylaw nor the acceptance or review of plans, drawings, nor any inspections made by or on behalf of the **City** shall in any way relieve the **owner** or his representatives from full and sole responsibility to perform the **work** in strict accordance with this bylaw, the **Building Code** and or any other applicable enactments respecting safety.
- 7.3 It shall be the full and sole responsibility of the **owner** (and where the **owner** is acting through a representative, the representative) to carry out the work in respect of which the permit was issued in compliance with the **Building Code** and this bylaw or other applicable enactments respecting safety.
- 7.4 No person shall rely upon any **permit** as establishing compliance with this bylaw or assume or conclude that this bylaw has been administered or enforced according to its terms. The person to whom the **building permit** is issued and his representatives are responsible for making such determination.
- 7.5 The **owner** shall post the civic address conspicuously on the front of the premises or on a signpost so that it may be easily read from the street.

8. *PENALTIES AND ENFORCEMENT*

- 8.1 Every person who contravenes any provision of this bylaw commits an offense punishable on summary conviction and shall be liable to a fine of not more than \$10,000.00 (Ten Thousand Dollars) or to imprisonment for not more than six months, or both.
- 8.2 A separate offense shall be deemed to be committed on each day during which a violation occurs or is allowed to continue.

Section 8.3 - Amended by Bylaw No. 2789

- 8.3 Every **owner** of real property on which a "Stop Work Order" has been posted pursuant to Section 6.3 of this bylaw or with respect to which any **permit** issued has been revoked pursuant to Section 14.10 of this bylaw, shall cease all **work** thereon immediately and shall not do any **work** thereon until all provisions of this bylaw have been fully complied with and the "Stop Work Order" has been removed under the direction of the **Building Official**.
- 8.4 **Double Fee** - Any person who begins any **construction** without first obtaining a **permit**, shall when subsequently taking out such **permit**, pay double the fees originally required as set out in the **Fees and Charges Bylaw** for each day commencing on the date construction started.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

9. *SEVERABILITY*

- 9.1 If any section, subsection, clause, sub-clause, or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction the invalid portion shall be severed from the bylaw, and such decision shall not affect the validity of the remaining portions of this bylaw.

PART II - BUILDINGS AND TEMPORARY BUILDINGS

10. *PROHIBITIONS*

- 10.1 No person shall commence or permit the commencement or continuation of any construction or demolition unless a valid **permit** has been issued for the work by the **Building Official**.
- 10.2 No person shall occupy or permit the occupancy or use of any building or part thereof in the absence of a permit required by this bylaw and contrary to the terms of any permit, notice or certificate given by the **Building Official**.
- 10.3 No person shall, unless authorized by the **Building Official**, reverse, alter, deface, cover, remove or in any way tamper with any notice or certificate posted upon or affixed to any building pursuant to any provision of this bylaw.
- 10.4 No person shall do or permit the doing of any work that is at variance with the description, plans and specifications for the **building**, or part thereof for which a **permit** has been issued, unless such change has been approved by the **Building Official**.

11. *APPLICATIONS*

- 11.1 Every **owner** shall apply for and obtain:
- 11.1.1 a **permit** before constructing, altering, repairing or moving a **building** or **structure**, and
- 11.1.2 a **demolition permit** before demolishing a **building** or **structure**.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 1
Bylaw No. 2577

11. APPLICATIONS (*cont'd*)

11.2 Applications for Complex Buildings shall:

- 11.2.1 be made on the forms provided by the Planning and Development Services Department, signed by the **owner**, or a signing officer if the **owner** is a corporation, and the **coordinating registered professional**;
- 11.2.2 be accompanied by the **owner's** acknowledgement of responsibility and undertakings made in the form attached as schedule "A" to this bylaw, signed by the **owner**, or a signing officer if the **owner** is a corporation;
- 11.2.3 state the intended use or uses of the **building** or **structure**;
- 11.2.4 be accompanied by a letter of assurance in the form of Schedule A as referred to in section 2.6 of part 2 of the **Building Code**, signed by the **owner**, or a signing officer of the **owner** if the **owner** is a corporation, and the **coordinating registered professional**, and
- 11.2.5 Letters of assurance in the form of schedules B-1 and B-2 as referred to in section 2.6 of Part 2 of the **Building Code**, each signed by such **registered professionals**, as the **Building Official** or **Building Code** may require, to prepare the **design** for, and conduct **field reviews** of the construction of the **building** or **structure**.

Section 11.2.6 - Amended by Bylaw No. 2727

- 11.2.6 include where required by the Building Official as exhibits 4 copies of the scale drawings of the **building** with respect to which the **work** is to be carried out showing:
 - (a) the dimensions of the **buildings**,
 - (b) the proposed use of each room or floor area,
 - (c) the dimensions of the land on which the **building** is, or is to be situated,
 - (d) the grades and elevations of the streets and sewers abutting the land,
 - (e) the position, height and horizontal dimensions of all **buildings** on the land,
 - (f) the minimum habitable floor elevation according to geodetic datum, when required by the **Building Official**,

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

11. APPLICATIONS (cont'd)

- (g) the location and dimensions of all statutory rights of way and easements,
- (h) such other information as is necessary to illustrate all essential features of the design of the **building**, and to establish substantial compliance in all material respects with this bylaw and the **Building Code**.

11.2.7 where the parcel contains slopes in excess of 15%, and upon the request of the **Building Official**, be accompanied by the following information:

- (a) 0.5 metre contours of the existing ground surface of the parcel,
- (b) 0.5 metre contours of the proposed final grading,
- (c) the elevations of all floor levels of the **building**,
- (d) the locations and details of all retaining **structures** on the parcel,
- (e) the drainage provisions as outlined in the approved subdivision grading plans, if any, for the parcel;

11.2.8 Any other information required by the **Building Official** or the **Building Code** to establish substantial compliance with this bylaw, the **Building Code** and other bylaws and enactments relating to the **building** or **structure**.

11.3 Applications for Standard Buildings shall:

11.3.1 be made on the forms provided by the Planning and Development Services Department signed by the **Owner** or his **agent**;

Section 11.3.2 - Amended by Bylaw No. 2789

11.3.2 be accompanied by the **owner's** acknowledgement of responsibility and undertakings made in the form attached as Schedule "A" of this bylaw, signed by the **owner**, or a signing officer if the **owner** is a corporation;

11.3.3 state the intended use or uses of the **building** or **structure**.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

11. APPLICATIONS (*cont'd*)

11.3.4 include as exhibits two copies of the scale drawings of the **building** with respect to which the **work** is to be carried out showing:

- (a) the dimensions of the **building**,
- (b) the proposed use of each room or floor area,
- (c) the dimensions of the land on which the **building** is, or is to be situated,
- (d) the grades and elevations of the streets and sewers abutting the land,
- (e) the position, height and horizontal dimensions of all **buildings** on the land,
- (f) the minimum habitable floor elevation according to geodetic datum, when required by the **Building Official**,
- (g) the location and dimensions of all statutory rights of way or easements, and
- (h) such other information as is necessary to illustrate all essential features of the design of the **building**, and to establish substantial compliance in all material respects with this bylaw and the **Building Code**.

11.3.5 a foundation design prepared by a **registered professional** in accordance with section 4.2 of Part 4 of the **Building Code**, accompanied by letters of assurance in the form of Schedules B-1 and B-2 as referred to in section 2.6 of Part 2 of the **Building Code**, signed by the **registered professional**;

11.3.6 the requirements of section 11.3.5 may be waived by the **Building Official** in circumstances where the **Building Official** has required a professional engineer's report pursuant to section 699 (2) of the **Local Government Act** and the **building permit** is in accordance with sections 699 (5) and (6) of the **Local Government Act**;

11.3.7 the requirements of section 11.3.5 may be waived by the **Building Official** for detached accessory residential garages less than 55 sq. meters in area or minor additions less than 20 sq. meters in area.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

11. APPLICATIONS (cont'd)

11.3.8 where the parcel contains slopes in excess of 15%, and upon the request of the **Building Official**, be accompanied by the following information:

- (a) 0.5 metre contours of the existing ground surface of the parcel,
- (b) 0.5 metre contours of the proposed final grading,
- (c) the elevations of all floor levels of the **building**,
- (d) the locations and details of all retaining **structures** on the parcel,
- (e) the drainage provisions as outlined in the approved subdivision grading plans, if any, for the parcel;

11.3.9 where the size or complexity of the proposed **building** or **structure** or siting circumstances warrant, the **Building Official** may require a letter of assurance in the form of Schedule A as referred to in Section 2.6 of Part 2 of the **Building Code**, signed by the **owner**, or a signing officer of the **owner** if the **owner** is a corporation, and the **coordinating registered professional**, and

11.3.10 Letters of Assurance in the form of Schedules B-1 and B-2 as referred to in section 2.6 of Part 2 of the **Building Code**, each signed by such **registered professionals** as the **Building Official** or **Building Code** may require to prepare the **design** for and conduct **field reviews** of the construction of the **building** or **structure**;

11.3.11 any other information required by the **Building Official** or the **Building Code** to establish substantial compliance with this bylaw, the **Building Code** and other bylaws and enactments relating to the **building** or **structure**.

11.4 When required by the **Building Official**, the application shall also be accompanied by a plan that shows the location and size of any **building** drain, and a sectional drawing that shows the size and location of every soil-or-waste pipe, trap and vent pipe to ensure compliance with the Plumbing Code and this bylaw.

11.5 An **applicant** for a **demolition permit** shall pay the costs of capping off **City** water and sewer services prior to the issuance of the **demolition permit**.

11. APPLICATIONS (cont'd)

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw No. 2577

- 11.6 All plans submitted with **permit** applications shall bear the name and address of the designer.
- 11.7 The **Building Official** may require the **owner** to establish whether a method or type of **construction** or material used in the **construction** conforms with the requirements and provisions of the **Building Code** and this bylaw.
- 11.8 No **building permit** for the **construction** of any **building** will be issued unless the following conditions are met:
 - 11.8.1 sufficient access is provided to the parcel upon which the **building** is to be placed or constructed;
 - 11.8.2 the parcel is serviced to the parcel line by a municipal sanitary sewer system, or other sewage disposal facility or system;
 - 11.8.3 the parcel is serviced to the parcel line from a water distribution system of sufficient size and capacity to supply the required water for potable use and adequate fire protection services.
- 11.9 Applications will be cancelled if **permit** fees are not paid within sixty calendar days from the date of notification to the **applicant** that the **permit** is ready for issuance. The plan processing fee stipulated in the **Fees and Charges Bylaw**, shall be forfeited, and any documentation submitted may be destroyed.
- 11.10 For the purposes of determining the **building permit** fees, the **Building Official** will value the **construction cost** based on current market unit costs.
- 11.11 If a rechecking of **permit** plans is required as a result of any action on the part of the **owner** or the **owner's agent**, a non-refundable recheck fee shall be payable by the **owner** or the **owner's agent** as described in the **Fees and Charges Bylaw**.

12. PROFESSIONAL PLAN CERTIFICATION

- 12.1 The letters of assurance in the form of Schedules B-1 and B-2 referred to in section 2.6 of Part 2 of the **Building Code** and provided pursuant to the requirements of this bylaw are relied upon by the **City** and its **Building Officials** as certification that the design and plans to which the letters of assurance relate comply with the **Building Code** and other applicable enactments relating to safety.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

12. PROFESSIONAL PLAN CERTIFICATION (*cont'd*)

- 12.2 A **building** permit issued for the construction of a **complex building**, or a **standard building** for which a **Building Official** required professional design and letters of assurance pursuant to this bylaw, shall include a notice to the **owner** that the **building** permit is issued in reliance upon the certification of the **registered professionals** that the design and plans submitted in support of the application for the **building** permit comply with the **Building Code** and other applicable enactments relating to safety.
- 12.3 When a **building** permit is issued in accordance with section 12.2 of this bylaw, the permit fee shall be reduced by 2.5% of the fees payable as set out in the **fees and charges bylaw**.

13. EQUIVALENTS AND TESTS

- 13.1 Equivalentents for one or more of the provisions of the **Building Code** may be permitted for **standard buildings**, provided sufficient evidence is submitted to satisfy the **Building Official** that the proposed equivalency will provide substantial compliance in all material respects to the **Building Code**.
- 13.2 Equivalentents for one or more of the provisions of the **Building Code** may be permitted for **complex buildings**, provided sufficient evidence is submitted by a **Registered Professional** to satisfy the **Building Official** that the proposed equivalency will provide substantial compliance in all material respects to the **Building Code**.
- 13.3 The **Building Official** may direct that tests of materials, devices, **construction** methods, structural assemblies, or foundation conditions be made; or sufficient evidence or proof be submitted at the expense of the **owner**, to determine substantial compliance in all material respects with this Bylaw and the **Building Code**.
- 13.4 The **owner** shall pay the prescribed fees as set out in the **Fees and Charges Bylaw** for each equivalent request submitted.

14. PERMITS

- 14.1 Where:
- 14.1.1 a completed application including all required supporting documentation has been submitted, and
- 14.1.2 the proposed **work** set out in the application substantially complies in all material respects with this Bylaw and other applicable enactments respecting safety; and

14. PERMITS (*cont'd*)

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

- 14.1.3 the **applicant** has paid the fee prescribed as set out in the **Fees and Charges Bylaw No. 2340**; and
- 14.1.4 the **applicant** has paid all charges and met all requirements imposed by any other statute or bylaw;
- 14.1.5 the **Building Official** shall issue the **permit** for which the application is made.
- 14.2 Every **permit** is issued upon the condition that it shall expire and the rights of the **owner** under the **permit** shall terminate if:
 - 14.2.1 the **work** authorized by the **permit** is not commenced within six months from the date of issuance of the **permit** for **standard buildings**, and 12 months from the date of issuance of the permit for **complex buildings**; or
 - 14.2.2 the **work**, although commenced, is not continuously and actively carried out thereafter, or;
 - 14.2.3 **work** has been substantially discontinued for a period of 6 months.
- 14.3 The **permit** shall lapse in the event that the **work** authorized by the **permit** remains incomplete 18 months after the **permit** was issued for **standard buildings**, and 24 months after the permit was issued for **complex buildings**.

Section 14.4 - Amended by Bylaw No. 2789

- 14.4 Upon application by the **owner**, and upon payment of the renewal fee set out in the **Fees and Charges Bylaw No, 2340**, a **permit** with the same conditions, as were applicable to a **permit** which has been issued under section 14.1 may be issued. Not more than one renewal will be issued for each **permit**.
- 14.5 The **Building Official** may issue a **permit** for the **construction** of a phase of a **building** before the entire plans and specifications for the whole project have been submitted or approved, provided adequate information and detailed statements have been filed evidencing compliance with all pertinent requirements of this Bylaw. The issuance of the **permit** notwithstanding, the requirements of this Bylaw shall apply to the remainder of the **building** as if the **permit** had not been issued.
- 14.6 No plumbing **permit** shall be required for the clearing of stoppages or the repairing of leaks in pipes, valves or fixtures, when such repairs do not involve or require the replacement or rearrangement of valves, pipes, or fixtures or hot water tanks.

14. PERMITS (cont'd)

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

- 14.7 Subject to the requirements of any other Bylaw, the **Building Official** may issue a **permit** for the placement of a **temporary building, structure** or shelter, if satisfied that the **building, structure** or shelter is safe for the stated use and duration.
- 14.8 No **permit** is required for an **accessory building** within single family residential zones provided such **building** does not exceed a maximum of 10m² (108 sq. ft.) in area and 3.6m in height.
- 14.9 **Building permits** within Development Permit Areas and Development Authorization Areas:
- 14.9.1 A **building permit** may be issued for works within Development Permit Areas and Development Authorization Areas so designated by the **City**, only upon prior issuance of a Development Permit or Development Authorization to the **applicant** in accordance with the requirements of "City's Development Approval Procedure Bylaw, 2003," No. 2543, and amendments thereto, and other applicable regulations in force at the time.
- 14.10 The **Building Official** may revoke a **permit** if:
- 14.10.1 there is a contravention of any condition under which the **permit** was issued;
- 14.10.2 the **permit** was issued in error;
- 14.10.3 there is a failure to comply with the **Building Code**, or this Bylaw;
- 14.10.4 the **permit** was issued on the basis of incorrect information provided by the **owner**, his **agent** or a professional designer.
- Revocation shall be in writing and transmitted to the **permit** holder by registered mail or in person.

Disclaimer of Warranty or Representation

Neither the issuance of a **permit** under this **Bylaw**, the review and acceptance of the drawings, plans and specifications, nor inspections made by the **Building Official**, shall in any way constitute a representation, warranty or statement that the **Building Code** or this Bylaw has been complied with or that the **building** or **structure** meets any standard of materials and workmanship, and no person shall rely on any of those acts as establishing compliance with the **Building Code** or this Bylaw or any standard of construction.

15. *RETAINING WALLS AND SLOPE RETENTION*

15.1 **Retaining walls**

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

Retaining walls in excess of 1.2 metres in height, or greater than two horizontal to one vertical setback ratio, require **building permits**.

15.2 **Landscape walls**

No **building permits** are required for **Landscape walls**.

15.3 **Rock Piles**

Retaining walls are not permitted to be constructed of uncemented rock, boulder piles or creosoted timbers.

15.4 **Slopes Created by Excavation**

Except as certified by a **registered professional** with expertise in geotechnical engineering, slopes steeper than one linear unit vertically to one linear unit horizontally and with a total height of 3 metres or more, which are created by excavation, are prohibited.

15.5 **Slopes Created by Fill Material**

Fill material placed on land shall not have a surface slope exceeding a ratio of one linear unit vertically to two linear units horizontally.

16. **TEMPORARY STRUCTURE PERMIT**

16.1 Temporary **structure** permits issued for site trailers, **construction** trailers and sales offices shall be issued for a maximum time of one year and may be renewed at the discretion of the **Building Official**.

17. **PROFESSIONAL DESIGN AND FIELD REVIEW**

Section 17.1 – Amended by Bylaw No. 2789

17.1 Where the **Building Official** considers that the site conditions, size, or complexity of the **building** or **structure** or any part or component thereof so warrant, or where an application has been made to construct a **retaining wall**, or an in-ground swimming **pool** referred to in Article 25 and Part V of this Bylaw, he may require a **registered professional** provide design and plan certification and **field reviews** by means of letters of assurance in the form of Schedules B-1, B-2 and C-B referred to in section 2.6 of Part 2 of the **Building Code**.

17.2 Prior to the issuance of an **occupancy permit** for a **complex building** or a **standard building** in circumstances where letters of assurance have been required in accordance with this bylaw, the owner shall provide the **City** with letters of assurance in the form of Schedules C-A or C-B, as is appropriate, referred to in section 2.6 of Part 2 of the **Building Code**.

17. **PROFESSIONAL DESIGN AND FIELD REVIEW (cont'd)**

17.3 When a **registered professional** provides letters of assurance in accordance with this bylaw. He or she will also provide proof of liability insurance to the **Building Official** in the form of schedule "B" to this bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

18. *DAMAGE TO FACILITIES IN THE PUBLIC RIGHT-OF-WAY*

- 18.1 The **owner** is responsible for making an inspection of the existing condition of all public properties adjacent to the **building** site, and reports any existing damage to the **Building Official** prior to commencing **work**. All damages detected at final inspections, will be assumed to be caused by the **owner**, unless reported as outlined above.
- 18.2 Every **owner** to whom a **permit** is issued shall be responsible for the cost of repair of any damage to facilities constructed in public properties or rights of way that occurs in the course of the **work** authorized by the **permit**.

In addition to any other fee payable pursuant to this Bylaw, an **applicant** for a **building permit**, at the time of application, shall deposit with the **Building Official**, a cash bond in the amount prescribed in the **Fees & Charges Bylaw** which sum may be applied by the **City** in payment to itself for any costs or expenses which may be incurred by the **City** in repairing, installing or replacing any **facilities** constructed in the public properties or rights of way, which are damaged, and which damage is attributable to the carrying out of **construction** of works authorized by the said **building permit**, or which are incidental to such works.

- 18.4 In addition, this cash bond may be applied in whole or in part by the **City** in payments to itself for any cost or expenses which may be incurred by the **City** in placing, replacing, erecting or removing safety barriers, fencing, obstruction lights, signs and warning devices or other safety measures on the site being developed or highways, easements, rights-of-way or portions thereof, which in the opinion of the **Building Official**, are necessary for public safety and which are required as a result of **work** authorized by the said **building permit** or **work** which is incidental thereto. The whole of the said cash bond, or any part thereafter remaining to the credit of the **applicant**, after the deduction of any such costs or expenses as are hereinbefore mentioned, shall be paid to the **applicant** upon the issuance of an **occupancy permit** by the **Building Official** under this part.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

19. DOCUMENTS ON THE SITE

19.1 Every **owner** to whom a **permit** is issued shall, during **construction** keep:

19.1.1 posted in a conspicuous place on the property, in respect of which the **permit** is issued, the **building permit** and a poster or placard depicting the civic address, so that it may be easily read from a public highway; and

19. DOCUMENTS ON THE SITE (cont'd)

19.1.2 a copy of the approved drawings and specifications on the property in respect of which the **permit** was issued.

20. INSPECTIONS

Section 20.1 – Amended by Bylaw No. 2789

20.1 When a **registered professional** provides letters of assurance in accordance with this bylaw, the **City** will rely solely on **field reviews** undertaken by the **registered professional** and the letters of assurance submitted pursuant to section 17.1 of this bylaw as assurance that the construction substantially complies with the **Building Code**, this bylaw and other applicable enactments respecting safety.

20.2 Notwithstanding section 20.1 of this bylaw, a **Building Official** may attend the site from time to time during the course of construction to ascertain that the **field reviews** are taking place and to monitor the **field reviews** undertaken by the **registered professional**.

20.3 A **Building Official** may attend periodically at the site of the construction of **standard buildings or structures** to ascertain whether the health and safety aspects of the work are being carried out in substantial conformance with those portions of the **Building Code** that pertain to health and safety, this bylaw and any other applicable enactment respecting safety.

20.4 Every **owner** shall give at least forty-eight (48) hour's notice to the **City** when requesting an inspection and shall obtain an inspection and receive a **Building Officials** acceptance of the following aspects of **work** prior to concealing it:

20.4.1 after the forms for foundation walls are complete, and after having obtained a survey certificate from a Surveyor as to their location and the elevation of the garage slab (if applicable), but prior to the placing of any concrete therein;

20.4.2 after removal of formwork from a concrete foundation and installation of perimeter drainpipe and damp proofing, but prior to backfilling against the foundation;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

20. INSPECTIONS (*cont'd*)

- 20.4.3 after granular base materials, damp-proofing membrane and if applicable, reinforcing steel has been placed for the installation of a concrete floor slab but prior to placing of concrete;
- 20.4.4 before a building drain, water service, sanitary or storm sewer is covered, and if any part of this **plumbing system** is covered before it is inspected and approved, it shall be uncovered if a **Building Official** so directs, and when the **Building Official** considers it necessary, underground **building** drains, branches, storm drains, and sewers shall be re-tested after the completion of all backfilling and grading by heavy equipment;
- 20.4.5 when framing and sheathing of the **building** are complete, including fire-stopping, bracing, chimney, ductwork, plumbing, gas venting and wiring.
- 20.4.6 after placing of insulation and vapor barrier, and
- 20.4.7 after the **building** or **structure** is substantially complete and ready for **occupancy**, but before **occupancy** takes place of the whole or part of the **building** or **structure**,
- 20.5 Prior to the occupancy of any **building** or part thereof after **construction** or alteration, or any change in class of occupancy, the **owner** or occupier shall obtain an **occupancy permit** from the **Building Official**.

Section 20.6 - Amended by Bylaw No. 2789

- 20.6 The requirements of section 20.4 of this bylaw do not apply to any aspect of the work that is the subject of a **registered professional's** letter of assurance provided in accordance with subsections 11.2.4, 11.2.5, 11.3.5, 11.3.9, 11.3.10, 17.1, and 17.2 of this bylaw. The requirements of Section 20.1 and 20.2 will apply to those aspects of work.
- 20.7 In all cases where it is proposed to discharge the waste from plumbing fixtures, trade waste or surface or roof water to a public sewer, it is the responsibility of the **owner** or occupier to expose and check the depth and location of sewer connections to ensure that such public sewer is at a sufficient depth and of a sufficient capacity to receive such discharge.
- 20.8 Where it is desired to connect a **building** or storm sewer with any **building** or storm sewer extension, the **owner** shall furnish such information as the **Building Official** may require to show that the proposed sewer will be laid at such depth and in such a position as to connect the property with the **building** or storm sewer extension.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

21. OCCUPANCY PERMITS

21.1 No person shall occupy a **building** or **structure** or part of a **building** or **structure** until an occupancy permit has been issued in the form prescribed by the Planning and Development Services Department.

21.2 An occupancy permit shall not be issued unless:

Section 21.2.1 - Amended Bylaw No. 2789

21.2.1 all letters of assurance have been submitted when required in accordance with subsections 11.2.4, 11.2.5, 11.3.5, 11.3.9, 11.3.10, 17.1, and 17.2 of this bylaw.

21.2.2 all aspects of the work requiring inspection and acceptance pursuant to section 20.4 of this bylaw have both been inspected and accepted or the inspections and acceptance are not required in accordance with section 20.6 of this bylaw.

21.3 A **Building official** may issue an occupancy permit for part of a **building** or **structure** when the part of the **building** or **structure** is self-contained, provided with essential services and the requirements set out in section 21.2 of this bylaw have been met with respect to it.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

Section 22 – Replaced by Schedule “D” – BL3051

Section 22 – Climatic Data Replaced by Bylaw No. 2727

22. *CLIMATIC DATA*

For Climatic Data refer to Schedule “D” based on ground elevation.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

PART III - PLUMBING

23. *REQUIREMENTS AND SPECIFICATIONS*

- 23.1 The design, installation and maintenance of **plumbing systems** shall conform to:
- (a) standards, specifications and details forming part of this Bylaw and its appendices.
 - (b) **Building Code** (Plumbing Services) (latest edition) together with latest revisions and amendments.
- 23.2 A **plumbing system** shall not be constructed, extended, altered, renewed for a change made to a sewer unless a **permit** to do so has been obtained.
- 23.3 Where a **permit** is required, the system shall not be put into use until it has been tested and accepted by the **Building Official**.
- 23.4 Grease Interceptors
- (a) Grease interceptors are to be installed and maintained in food sector establishments that discharge wastewater containing oil and grease, in accordance with the Greater Vancouver Sewerage & Drainage District, Code of Practice for Wastewater Management.
 - (b) Interceptors are to be designed and sized with a flow capacity not less than the maximum discharge from fixtures connected to it and in no case smaller than 3.2 L/S (50 U.S.G.P.M.)
 - (c) Grease interceptor installations shall substantially comply in all material respects with the **Building Code**.
- 23.5 **Building** sanitary sewer connections shall be fitted with a cleanout near the property line conforming to the **Subdivision Control Bylaw no. 1804** and all amendments thereto.
- 23.6 Storm Drainage
- (a) All storm drainage systems are to be connected to the **City's** storm drainage system and intercepted with sumps.
 - (b) Catch basins and sumps are to be installed in accordance with the drawing annexed to this Bylaw as Schedule "C" and connected to the **City's** storm drainage system.

23. *REQUIREMENTS AND SPECIFICATIONS (cont'd)*

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

- 23.7 A private storm drainage system is permitted to be connected to a drywell or rockpit only when approved by the **Building Official**, and the subsoil conditions are suitable as determined by a soils report prepared by an **Engineer** with experience in geotechnical matters.

PART IV - MOVING A BUILDING

24. *MOVING OF BUILDINGS*

- 24.1 No person shall move any **building** from one parcel of land to another parcel of land without first obtaining a **moving permit**.
- 24.2 Prior to obtaining a **moving permit**, the **owner** of a **building** or part thereof to be moved to a property within the **City** shall:
- 24.2.1 designate the existing site of the **building** and the proposed site to which it is to be moved.
- 24.2.2 deposit with the **City** a certified cheque or an Irrevocable Letter of Credit in the amount of Twenty thousand (\$20,000.00) dollars issued by a guaranty company and in a form satisfactory to the **City**, to ensure that the exterior of the **building** or part thereof will be completed within ninety (90) days from the date of issuance of the **permit**. If the **owner** does not comply with the above, the **Building Official** shall notify the **owner** in writing stating how the **building** does not comply with this bylaw and directing him to remedy such non-compliance within thirty (30) days from the date of the said notice. If the non-compliance is not remedied within the said period of thirty (30) days, the deposit in the sum of Twenty thousand (\$20,000.00) dollars shall be forfeited to the **City**;
- 24.2.3 deposit with the **Building Official**;
- (a) A security in the sum of ten thousand (\$10,000.00) dollars in a form satisfactory to the **City**, to indemnify the **City** against all damages to public and municipal property of every kind, howsoever caused or occasioned by the moving of said **building**;
- (b) A policy of public liability and property damage insurance in a form satisfactory to the **City**, in the all inclusive limits of Five Million (\$5,000,000.00) dollars to ensure against damages imposed by law arising out of the moving of said **building**;

24. *MOVING OF BUILDINGS (cont'd)*

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

- 24.2.4 pay to the City, in advance, the fee as prescribed in the **Fees and Charges Bylaw** for an inspection of the **building** to be moved.
- 24.2.5 satisfy the **Building Official** that the **Chief of Police** and the **Director of Community Services** have approved the time and route of moving the said **building** and that notice of the moving has been given to utility companies having overhead wires along the said route.
- 24.3 No **building** shall be moved into the **City** or to another parcel of land within the **City** for use as a dwelling house, unless:
 - 24.3.1 such **building** has an assessed value of at least \$75,000.00 as shown on the last assessment roll upon which such **building** was assessed; and
 - 24.3.2 such **building** has an assessed value of at least 90% of the average assessed value of all **buildings** within 45 meters of the site or parcel to which it is to be moved as shown on the last assessment rolls upon which such **buildings** were assessed;
 - 24.3.3 the **Building Official** is satisfied that the **building** can be moved.

PART V - SWIMMING POOLS

25. *SWIMMING POOLS*

Section 25.1 – Amended Bylaw No. 2789

- 25.1 Every application for **construction** of a pool shall be accompanied by a plan showing the location of the proposed **pool** and all water supply piping, waste piping and appurtenances, and all structural details. All in ground swimming **pools** shall require professional design and **field review** as specified under Article 17 of this Bylaw.
- 25.2 A swimming **pool** shall be completely surrounded by minimum 1 metre apron and a fence, **building** or other **structure**, or combination thereof, not less than 1.22 metres in height at its lowest point, and with openings therein not greater than 100mm in width. The fence shall be constructed either on the property line or surrounding the **pool** in such a manner as to render the **pool** safe from unauthorized entry. Access through the fence shall be only by a 1.22 metre (minimum) high gate or door that is equipped with a self closing and self-latching mechanism on the **poolside** of the gate.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

25. *SWIMMING POOLS (cont'd)*

25.3 Location of the swimming **pool** on the property shall comply with the requirements for **accessory buildings** stipulated in the current edition of the **Zoning Bylaw**.

25.4 Every fence enclosing every swimming **pool** shall be maintained by the **owner** or occupier of the property, upon which the same is located, in good order and repair, and adequate to perform its intended function, and all sagging gates, loose parts, worn latches, springs and locks and all broken or binding members shall be promptly and adequately replaced or repaired.

26. *POOL DRAINAGE REQUIREMENT*

26.1 **Pool** drainage and backwash discharge lines are to be connected to the **City's** sanitary sewer system or other private sanitary sewer system approved in writing by the **Building Official** by means of one of the following methods:

- (a) A regulation size sump pump with a backwater valve; or
- (b) indirectly connected to a 3-inch or larger soil or waste pipe other than a wet vent, by means of a 3-inch P-trap and standpipe; or
- (c) other methods acceptable to the **Manager of Parks and Environmental Services**.

Section 27 - Offences and Fines - Added by Bylaw No. 2635

27. *OFFENCES AND FINES*

Offences for which tickets can be issued and fines imposed are prescribed in the Municipal Ticket Information Utilization Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

33. *SCHEDULES*

33.1 Schedules "A", "B", and "C" attached to this bylaw form a part of this bylaw.

READ A FIRST TIME THE 25th DAY OF NOVEMBER, 2003.

READ A SECOND TIME THE 25TH DAY OF NOVEMBER, 2003.

READ A THIRD TIME THE 25TH DAY OF NOVEMBER, 2003.

ADOPTED THE 2nd DAY OF DECEMBER, 2003.

"Giuseppe Trasolini"
MAYOR

"Gerry van der Wolf"
CITY CLERK

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577

Schedule "A"

NOTICE TO OWNER AND OWNER'S ACKNOWLEDGEMENT

The City of Port Moody Building and Plumbing Code Bylaw is enacted and retained for the purpose of regulating construction within the City in the general public interest the activities undertaken by or on behalf of the City pursuant to this bylaw are for the sole purpose of providing a limited and interim spot checking function for the reasons of public health and safety.

1. I acknowledge that being granted the attached Building Permit that I am responsible for compliance with the current edition of the British Columbia Building Code, the City of Port Moody Building and Plumbing Code Administration Bylaw and any other applicable enactment, code regulation or standard relating to the work in respect of which the permit is issued, whether or not the said work is undertaken by me or by those whom I may retain or employ to provide design and/or construction services.
2. I acknowledge that neither the issuance of a permit under this bylaw, the acceptance nor review of plans, specifications, drawings of supporting documents, nor inspections made by or on behalf of the City constitute a representation, warranty, assurance or statement that the current edition of the British Columbia Building Code, the City of Port Moody Building and Plumbing Code Administration Bylaw, or any other applicable enactment, code, regulation or standard has been complied with.
3. Where the City requires that Letters of Assurance be provide by a Registered Professional pursuant to the City of Port Moody Building and Plumbing Code Administration bylaw and Section 290 of the Local Government Act, I confirm that I have been advised in writing by the City that it relied on the Letters of Assurance of "Professional Design and Commitment for Field Review" prepared by the Registered Professionals associated with this Permit (see Letters of Assurance on file) in reviewing the plans, drawings, specifications and supporting documents submitted with the application for this building permit.
4. I confirm that I have relied only on the said Registered Professional for the adequacy of plans, drawings, specifications and supporting documents submitted with this application.
5. I understand that I should seek independent legal advice in respect of the responsibilities I am assuming upon the granting of a building permit by the City pursuant to this application and in respect of the execution of this acknowledgment.

Signature of Applicant

Witness

Building Inspector/Plan Checker

Date

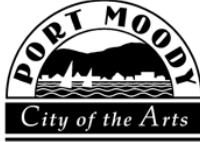
Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw NO. 2577



CITY OF PORT MOODY,
100 Newport Drive. P.O. Box 36,
Port Moody, B.C., V3H 3E1, Canada
Tel. (604) 469-4534 Fax (604) 469-4533
www.cityofportmoody.com

Schedule "B"

PROOF OF LIABILITY INSURANCE

This form must be submitted by each registered professional submitting Letters of Assurance, prior to issuance of a building permit.

Attention: Building Official

RE: _____
Address of Project (Print)

Legal Description of Project (Print)

The undersigned hereby gives assurance that:

1. I have fulfilled my obligation for insurance coverage as outlined in the City of Port Moody Building Bylaw No. 2577.
2. I have enclosed a copy of my certificate of insurance coverage indicating particulars of such coverage.
3. I am a registered professional as defined in the City of Port Moody Building Bylaw No. 2577.
4. I will notify the building official in writing immediately if the undersigned's insurance coverage is reduced or terminated at any time during construction.

Name (Print) Date

Signature (of Registered Professional)

Address (Print)

(Affix Professional Seal Here)

(If the registered professional is a member of a firm, complete the following)

I am a member of the firm of _____ and I sign and
seal this letter of behalf of the firm. (print name of firm)

Considered at September 10, 2019 Regular Council Meeting

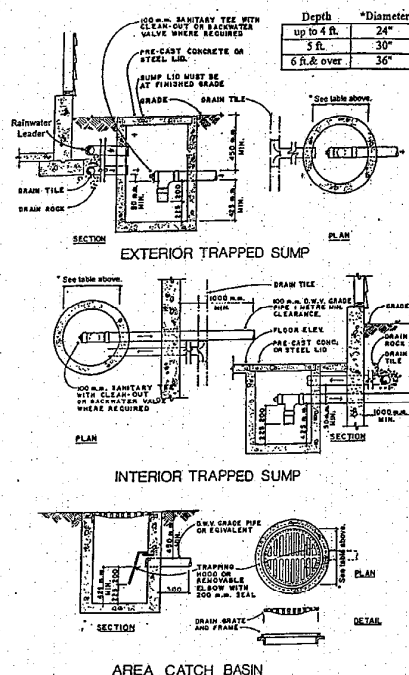
RC - Agenda - 2019 09 10

Item 9.1

Attachment 1

Bylaw No. 2577

Schedule "C"



Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 1

Schedule D

Environment
Canada

Port Moody (150m or lower), BC		
Latitude: 49 ° 16 ' 56 " N	Longitude: 122 ° 49 ' 48 " W	Elevation (Metres): 15
Design element	Design value	
January 2.5% design dry bulb temperature °C	-7	
January 1% design dry bulb temperature °C	-9	
July 2.5% design dry bulb temperature °C	27	
July 2.5% design wet bulb temperature °C	17	
Annual total degree days below 18 °C	2,980	
Maximum 15 minute rainfall (mm)	10	
Maximum one day rainfall (50 years) (mm)	150	
Annual rainfall (mm)	1,850	
Annual total precipitation (mm)	1,875	
Moisture Index	1.90	
Driving Rain wind pressure 1/5 years (Pa)	160	
Ground snow load, snow component S _s (30 years) (kPa)	2.8	
Ground snow load, rain component S _r (30 years) (kPa)	0.3	
Ground snow load, snow component S _s (50 years) (kPa)	3.0	
Ground snow load, rain component S _r (50 years) (kPa)	0.3	
Hourly wind pressure 1/10 (kPa)	0.36	
Hourly wind pressure 1/30 years (kPa)	0.44	
Hourly wind pressure 1/50 years (kPa)	0.48	
Hourly wind pressure 1/100 years (kPa)	0.54	

Please note that the recommended values may differ from the legal requirements established by the municipal or provincial (territorial) building authorities. The design values may have been interpolated from calculated values at surrounding locations with subjective modification. Topographic effects may introduce local variations in the design values. Environment Canada has not made and does not make any representation or warranties, either expressed or implied, arising by law or otherwise, respecting the accuracy of climatic information. In no event will Environment Canada be responsible for any prejudice, loss or damage which may occur as the result of the use of climatic information.

For elevation (i) below 150m, (ii) between 150m and 300m, and (iii) between 300m and 400m, the annual heating degree days below 18C are (i) 2980, (ii) 3100, and (iii) 3190, respectively.

June 30, 2017

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 1

Schedule D

Environment
Canada

Port Moody (150m-300m), BC		
Latitude: 49 ° 18 ' 17 " N	Longitude: 122 ° 49 ' 36 " W	Elevation (Metres): 300
Design element	Design value	
January 2.5% design dry bulb temperature °C	-7	
January 1% design dry bulb temperature °C	-9	
July 2.5% design dry bulb temperature °C	27	
July 2.5% design wet bulb temperature °C	17	
Annual total degree days below 18 °C	3,100	
Maximum 15 minute rainfall (mm)	10	
Maximum one day rainfall (50 years) (mm)	150	
Annual rainfall (mm)	1,850	
Annual total precipitation (mm)	1,875	
Moisture Index	1.90	
Driving Rain wind pressure 1/5 years (Pa)	160	
Ground snow load, snow component S _s (30 years) (kPa)	3.8	
Ground snow load, rain component S _r (30 years) (kPa)	0.3	
Ground snow load, snow component S _s (50 years) (kPa)	4.2	
Ground snow load, rain component S _r (50 years) (kPa)	0.3	
Hourly wind pressure 1/10 (kPa)	0.36	
Hourly wind pressure 1/30 years (kPa)	0.44	
Hourly wind pressure 1/50 years (kPa)	0.48	
Hourly wind pressure 1/100 years (kPa)	0.54	

Please note that the recommended values may differ from the legal requirements established by the municipal or provincial (territorial) building authorities. The design values may have been interpolated from calculated values at surrounding locations with subjective modification. Topographic effects may introduce local variations in the design values. Environment Canada has not made and does not make any representation or warranties, either expressed or implied, arising by law or otherwise, respecting the accuracy of climatic information. In no event will Environment Canada be responsible for any prejudice, loss or damage which may occur as the result of the use of climatic information.

June 30, 2017

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 1

Schedule D

Environment
Canada

Port Moody (300m-400m), BC

Latitude: 49 ° 18 ' 38 " N

Longitude: 122 ° 49 ' 43 " W

Elevation (Metres): 400

Design element	Design value
January 2.5% design dry bulb temperature °C	-7
January 1% design dry bulb temperature °C	-9
July 2.5% design dry bulb temperature °C	27
July 2.5% design wet bulb temperature °C	17
Annual total degree days below 18 °C	3,190
Maximum 15 minute rainfall (mm)	10
Maximum one day rainfall (50 years) (mm)	150
Annual rainfall (mm)	1,850
Annual total precipitation (mm)	1,875
Moisture Index	1.90
Driving Rain wind pressure 1/5 years (Pa)	160
Ground snow load, snow component Ss (30 years) (kPa)	4.5
Ground snow load, rain component Sr (30 years) (kPa)	0.4
Ground snow load, snow component Ss (50 years) (kPa)	4.9
Ground snow load, rain component Sr (50 years) (kPa)	0.4
Hourly wind pressure 1/10 (kPa)	0.36
Hourly wind pressure 1/30 years (kPa)	0.44
Hourly wind pressure 1/50 years (kPa)	0.48
Hourly wind pressure 1/100 years (kPa)	0.54

Please note that the recommended values may differ from the legal requirements established by the municipal or provincial (territorial) building authorities. The design values may have been interpolated from calculated values at surrounding locations with subjective modification. Topographic effects may introduce local variations in the design values. Environment Canada has not made and does not make any representation or warranties, either expressed or implied, arising by law or otherwise, respecting the accuracy of climatic information. In no event will Environment Canada be responsible for any prejudice, loss or damage which may occur as the result of the use of climatic information.

June 30, 2017

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2



City of Port Moody

Bylaw No. 3200

A Bylaw to administer the *Building Code* and regulate construction.

The Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Building Bylaw, 2019, No. 3200”.

2. Repeal

2.1 City of Port Moody Building and Plumbing Code Administration Bylaw, 2003, No. 2577 and all amendments thereto are hereby repealed.

3. Purpose of Bylaw

- 3.1 Despite any other provision in this Bylaw, this Bylaw must be interpreted in accordance with this Part.
- 3.2 Every permit issued under this Bylaw is issued expressly subject to the provisions of this Part.
- 3.3 This Bylaw is enacted to regulate, prohibit, and impose requirements in regard to construction in the City in the public interest.
- 3.4 The purpose of this Bylaw does not extend to
 - a) the protection of owners, designers, or constructors from economic loss;
 - b) the assumption by the City or any *Building Official* of any responsibility for ensuring the compliance by any owner, their representatives, or any employees, constructors, or designers retained by the owner, with the *Building Code*, the requirements of this Bylaw, or other applicable enactments, codes, or standards;
 - c) providing any person a warranty of design or workmanship with respect to any building or structure for which a building permit or occupancy permit is issued under this Bylaw;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- d) providing any person a warranty or assurance that construction undertaken under building permits issued by the City is free from latent, or any, defects; or
- e) the protection of adjacent real property from incidental damage or nuisance.

4. Interpretation

Definitions

4.1 In this Bylaw, the following words and terms have the meanings

- a) set out in the *Building Code*: accessible assembly occupancy, building, building area, building height, business and personal services occupancy, care occupancy, constructor, coordinating registered professional, designer, detention occupancy, excavation, field review, firewall, first storey, foundation, high hazard industrial occupancy, industrial occupancy, low hazard industrial occupancy, major occupancy, medium hazard industrial occupancy, mercantile occupancy, occupancy, post disaster building, private sewage disposal system, registered professional, residential occupancy, storey, treatment occupancy, or unsafe condition;
- b) subject to this Bylaw, set out in the Schedule to the *Community Charter*: assessed value, highway, land, occupier, parcel, public authority, service, and soil; and
- c) subject to this Bylaw, set out in the *Interpretation Act*: may, must, obligation, person, property, writing, written, and year.

4.2 In this Bylaw:

Accepted means reviewed by the *Building Official* under the applicable provisions of the *Building Code* and this Bylaw;

Addition means an alteration to any building which will increase the total aggregate floor area or the building height (in storeys), and includes the provision of two or more separate buildings with openings between each other for intercommunication;

Agent includes a firm, corporation, or other person representing the owner, by written designation, and includes a hired tradesperson or constructor who may be granted a permit for work within the limitations of their licence;

Alternative solution means an alternative solution authorized under the *Building Code*;

Alteration means a change, repair, or modification of the construction or arrangement of or use of any building or structure, or to an occupancy regulated by this Bylaw;

Architects Act means the *Architects Act* RSBC 1996, c. 17;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Building Code means the *British Columbia Building Code* as adopted by the Minister responsible under provincial legislation, as amended or re-enacted from time to time;

Building Official means the person designated in or appointed to that position by the City, and includes a building inspector, plan checker, plumbing inspector, inspector designated or appointed by the City, and for certainty the *Building Official* is the “building inspector” referred to in the *Community Charter* and *Local Government Act*;

City means the City of Port Moody.

Complex Building means:

- a) a building used for a major occupancy classified as:
 - i) assembly occupancy;
 - ii) care occupancy;
 - iii) detention occupancy;
 - iv) high hazard industrial occupancy,
 - v) treatment occupancy; or
 - vi) post-disaster building,
- b) a building exceeding 600 square metres in building area or exceeding three storeys in building height used for a major occupancy classified as:
 - i) residential occupancy;
 - ii) business and personal services occupancy;
 - iii) mercantile occupancy; or
 - iv) medium and low hazard industrial occupancy,

Coordinating Registered Professional means a registered professional retained pursuant to the *Building Code* to coordinate all design work and field reviews of the registered professionals required for a development;

Construct includes build, erect, install, repair, alter, add, enlarge, move, locate, relocate, reconstruct, demolish, remove, excavate, or shore;

Constructor means a person who constructs;

Engineers and Geoscientists Act means the *Engineers and Geoscientists Act* RSBC 1996, c. 116;

Energy Advisor means a registered energy advisor in good standing with Natural Resources Canada, who conducts EnerGuide home evaluations on behalf of service organizations licensed by Natural Resources Canada;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Energy Step Code means the Province of British Columbia's performance-based standard for energy efficiency in new construction requiring energy modelling and on-site testing to demonstrate minimum performance against metrics for building envelope, equipment and systems, and airtightness requirements, and including Step 1, Step 2, Step 3, Step 4, and Step 5, as defined in the *Building Code*, all as amended or re-enacted from time to time;

Existing, in respect of a building, means that portion of a building constructed prior to the submission of a permit application required under this Bylaw;

Fees Bylaw means the City of Port Moody Fees Bylaw;

GHG means greenhouse gas;

Greenhouse Gas Intensity means a measure of a building's greenhouse gas (GHG) performance using the definition, calculation, and fuel type emissions factors established in the energy modelling guidelines referenced by the Energy Step Code, that is a calculated value determined through energy modelling and reported in kilograms of carbon dioxide-equivalent per square metre per year (kgCO₂e/m²a);

Health and Safety Aspects of the Work means design and construction regulated by Parts 3, 4, 5, 6, 7, 8, 9, and 10, Division B, of the *Building Code*; and subject to Parts 1 and 2 in relation to Parts 3 through 10, Division B;

Landscape Wall means a structure retaining soil or other material less than 1.2 metres in height;

Low-Carbon Energy means heat energy with a carbon dioxide-equivalent intensity (kgCO₂e/kWh), calculated using the energy modelling guidelines referenced by the Energy Step Code, that is much less than that of fossil fuels, and low enough so that when applied to a building's modelled energy use allows the building to meet building GHGi limits under the City's Low-Carbon Energy System requirements;

Low Carbon Energy System means a professionally operated and maintained, highly efficient mechanical system that supplies a building's space heating, cooling, and domestic hot water heating demand primarily from renewable energy sources, and meets defined GHG limits;

Owner means the registered owner in fee simple, or an agent duly authorized by the owner in writing in the form acceptable to the *Building Official*;

Permit means permission or authorization in writing by the *Building Official* to perform work regulated by this Bylaw and, in the case of a final inspection notice, to *occupy a building or part of a building*;

Plumbing Systems means a drainage system, a venting system, and a water system or parts thereof;

Pool means a structure or constructed depression used or intended to be used for swimming, bathing, wading, or diving which is designed to contain water and

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

has a depth, at any point, exceeding 0.6 m, including an in-ground pool, above ground pool, hot tub, spa, and water features;

Professional Design means the plans and supporting documents bearing the date, seal or stamp, and signature of a registered professional;

Project means any construction operation;

Retaining Wall means a structure that holds or retains soil or other material behind it exceeding 1.2 metres in height or a series of landscape walls spaced at a setback ratio that is less than two horizontal to one vertical;

Standard Building means a building of three storeys or less in building height, having a building area not exceeding 600 square metres, and used for a major occupancy classified as

- a) residential occupancy;
- b) business and personal services occupancy;
- c) mercantile occupancy;
- d) medium hazard industrial occupancy; or
- e) low hazard industrial occupancy;

Structure means a construction or portion of construction, of any kind, whether fixed to, supported by or sunk into land or water, except landscaping, fences, paving and retaining structures less than 1.2 metres in height;

Temporary Building includes a tent, sales office, construction office, or a structure in which tools and/or materials are stored during construction of a building or other structure;

Value of the Work means that amount that is calculated as follows:

- a) for construction of a building containing a residential occupancy that is served by only one stove, or two stoves if permitted as an auxiliary and secondary residential occupancy, the greater of:
 - i) the declared value of the work; or
 - ii) the value calculated by the *Building Official*.
- b) for all other construction, the greater of:
 - i) the declared value of the work; or
 - ii) the value calculated using a method stipulated in the "Marshall Valuation Service".

4.3 Every reference to this Bylaw in this or another Bylaw of the City is a reference to this Bylaw as amended to the date of the reference.

4.4 Every reference to:

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- a) the *Building Code* is a reference to the current edition as of the date of issuance of the building permit; and
 - b) a section of the *Building Code* is a reference to the applicable successor sections, as the *Building Code* or section may be amended or re-enacted from time to time.
- 4.5 Definitions of words and phrases used in this Bylaw that are not included in the definitions in this Part have the meanings commonly assigned to them in the context in which they are used in this Bylaw, considering the specialized use of terms with the various trades and professions to which the terminology applies.

5. Scope and Exemptions

Application

- 5.1 This Bylaw applies to the geographical area of the City and to land, the surface of water, air space, buildings, or structures in the City.
- 5.2 This Bylaw applies to the design, construction, or occupancy of new buildings or structures, and the alteration, reconstruction, demolition, removal, relocation, or occupancy, or change of use or occupancy of existing buildings and structures.
- 5.3 This Bylaw does not apply to:
 - a) except as set out in Part 17 of this Bylaw, a fence;
 - b) an accessory building with a floor area of less than 10 square metres;
 - c) a wall supporting soil that is less than 1.2 metres in height, or other similar landscape structures;
 - d) a building or structure commonly known as “Canadian Standards Association Z240 MH series or Z241 series”, except as regulated by the *Building Code*.

Limited Application to Existing Buildings

- 5.4 Except as provided in the *Building Code* or to the extent an existing building is under construction or does not have an occupancy permit, when an existing building has been constructed before the enactment of this Bylaw, the enactment of this Bylaw is not to be interpreted as requiring that the building must be reconstructed and altered, unless it is expressly so provided by this or another Bylaw, regulation, or statute.
- 5.5 This Bylaw applies if the whole or any part of an existing building is moved either within or into the City, including relocation relative to parcel lines created by subdivision or consolidation as per Part 15 applies to *building moves*.
- 5.6 If an alteration is made to an existing building the alteration must comply with this Bylaw and the *Building Code* and the entire building must be made to comply with this Bylaw and the *Building Code*, but only to the extent necessary to addresses any new infractions introduced in the remainder of the building as a result of the alteration.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 5.7 If an alteration creates an addition to an existing building, the alteration or addition must comply with this Bylaw, the City of Port Moody Zoning Bylaw and the *Building Code* and the entire building must be made to comply with this Bylaw and the *Building Code*, but only to the extent necessary to address any new infractions introduced in the remainder of the building as a result of the alteration or addition.

6. Prohibitions

- 6.1 A person must not commence or continue any *construction, alteration, excavation*, reconstruction, demolition, removal, relocation, or change the use or *occupancy* of any *building or structure*, including other work related to construction
- a) except in conformity with the requirements of the *Building Code* and this Bylaw; and
 - b) unless a valid and subsisting permit for the work has been issued under this Bylaw.
- 6.2 A person must not *occupy or permit* the *occupancy* of any *building or structure* or part of any *building or structure*
- a) unless a subsisting final inspection notice or occupancy certificate has been issued by a *Building Official* for the building or structure or the part of the building or structure; or
 - b) contrary to the terms of any permit issued or any notice given by a *Building Official*.
- 6.3 A person must not knowingly submit false or misleading information to a *Building Official* in relation to any permit application or construction undertaken pursuant to this Bylaw.
- 6.4 Except in accordance with this Bylaw, including acceptance of revised plans or supporting documents, a person must not erase, alter, or modify plans and supporting documents after the same have been reviewed by the *Building Official*, or plans and supporting documents which have been filed for reference with the *Building Official* after a permit has been issued.
- 6.5 A person must not, unless authorized in writing by a *Building Official*, reverse, alter, deface, cover, remove, or in any way tamper with any notice, permit, or certificate posted or affixed to a building or structure pursuant to this Bylaw.
- 6.6 A person must not do any work that is substantially at variance with the accepted design or plans of a building, structure, or other works for which a permit has been issued, unless that variance has been authorized in writing by a *Building Official*.
- 6.7 A person must not interfere with or obstruct the entry of a *Building Official* or other authorized official of the City on property in the administration of this Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 6.8 A person must not construct on a parcel unless the civic address is conspicuously posted on the front of the premises or on a sign post so it may be easily read from the *highway* from which it takes its address.
- 6.9 A person must not contravene an administrative requirement of a *Building Official* made under any provision of this Bylaw.
- 6.10 A person must not change the use, occupancy, or both of a building or structure or a part of a building or structure without first applying for and obtaining a building permit under this Bylaw.

7. Permit Conditions

- 7.1 A *permit* is required if work regulated under this Bylaw is to be undertaken.
- 7.2 Neither the issuance of a *permit* under this Bylaw, nor the acceptance or review of plans, drawings, specifications, or supporting documents, nor any inspections made by or on behalf of the City will in any way:
 - a) relieve the owner (and if the owner is acting through an agent, the agent) from full and sole responsibility to perform the work in respect of which the permit was issued in strict compliance with this Bylaw, the *Building Code*, and all other applicable codes, standards, and enactments;
 - b) constitute a representation, warranty, assurance, or statement that the *Building Code*, this Bylaw or any other applicable enactments respecting safety, protection, land use, and zoning have been complied with; or
 - c) constitute a representation or warranty that the building or structure meets any standard of materials or workmanship.
- 7.3 No person shall rely on any permit as establishing compliance with this Bylaw or assume or conclude that this Bylaw has been administered or enforced according to its terms.
- 7.4 Without limiting other provisions of this Bylaw, it is the full and sole responsibility of the owner (and if the owner is acting through an *agent*, the *agent*) to carry out the work in respect of which the permit was issued in compliance with the *Building Code*, this Bylaw, and all other applicable codes, standards, and enactments.

8. Powers of a *Building Official*

Administration

- 8.1 Words defining the authority of a *Building Official* are to be construed as internal administrative powers and not as creating a duty.
- 8.2 A *Building Official* may:
 - a) administer this Bylaw, but owes no public duty to enforce or administer this Bylaw;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- b) keep records of applications received, permits, notices, and orders issued, inspections and tests made, and may retain copies of all papers and documents connected with the administration of this Bylaw;
- c) establish or require an owner to establish whether a method or type of construction or material used in the construction of a building or structure complies with the requirements and provisions of this Bylaw and the *Building Code*; and
- d) direct that tests of materials, equipment, devices, construction methods, structural assemblies, or foundations be carried out, or that sufficient evidence or proof be submitted by the owner, at the owner's sole expense, where such evidence or proof is necessary to determine whether the material, equipment, device, construction, or foundation condition complies with this Bylaw and the *Building Code*.

Refusal and Revocation of Permits

- 8.3 A *Building Official* may refuse to issue a *permit* if the proposed work will contravene the requirements of the *Building Code* or the provisions of this or any other Bylaw of the City, and must state the reason in writing.
- 8.4 A *Building Official* may revoke a permit if, in their opinion, the results of tests on materials, devices, construction methods, structural assemblies, or foundation conditions contravene the *Building Code* or the provisions of this Bylaw, or both, or if all permits required under this Bylaw have not been obtained.

Right of Entry

- 8.5 Subject to section 16 of the *Community Charter*, a *Building Official* may enter on property at any time to ascertain whether the requirements of this Bylaw are being met.

Powers

- 8.6 Subject to applicable enactments, a *Building Official* may by notice in writing require:
 - a) a person who contravenes any provision of this Bylaw to comply with that provision within the time ordered;
 - b) an owner to stop work on a building or structure, or any part of a building or structure, if the work is proceeding in contravention of this Bylaw, the *Building Code*, or any other enactment of the City or other applicable enactments, or if there is deemed to be an unsafe condition, and may enter on property to affix or post a stop work order;
 - c) an owner to remove or prevent any unauthorized encroachment on a public parcel, a statutory right of way or easement, or a setback or yard required under an enactment;
 - d) an owner to remove any building or structure, or any part of a building or structure, constructed in contravention of a provision of this Bylaw;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- e) an owner to have work inspected by a *Building Official* prior to covering;
 - f) an owner to uncover any work that has been covered without inspection contrary to this Bylaw or an order issued by a *Building Official*;
 - g) a person to cease any occupancy in contravention of a provision of this Bylaw;
 - h) a person to cease any occupancy if any unsafe condition exists because of work being undertaken but not complete and where the *Building Official* has not issued a final inspection notice for the work;
 - i) an owner to correct any unsafe condition; and
 - j) an owner to correct any work that contravenes this Bylaw, the *Building Code*, or another applicable enactment.
- 8.7 Every reference to *owner* includes a reference to the owner's agent or constructor.
- 8.8 Every person served with a notice under this Part must comply with that notice
- a) within the time ordered; or
 - b) if no time is ordered, immediately.

9. Owner's Responsibilities

- 9.1 Every owner must apply for and obtain a permit, prior to:
- a) constructing, repairing, or altering a building or structure, including a pool or retaining wall;
 - b) moving a building or structure into or within the City;
 - c) demolishing a building or structure;
 - d) occupying a new building or structure;
 - e) constructing a masonry fireplace or installing a wood-burning appliance or chimney, whether attached to, part of or detached from a building;
 - f) changing the use or occupancy of a building,
- unless the works are the subject of another valid and subsisting building permit.
- 9.2 Every *owner* must ensure that plans submitted with a *permit* application bear the name, phone number, address, and email address of the *designer* of the *building* or *structure*.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Owner's Obligations

- 9.3 Every *owner* must
- a) comply with the *Building Code*, the requirements of this Bylaw and the conditions of a permit, and must not omit any work required by the *Building Code*, this Bylaw, written instruction from a *Building Official* or the conditions of a permit;
 - b) ensure that all permits, all plans and specifications and supporting documents on which a permit was based, all municipal inspection certificates, and all professional field reviews are available at the site of the work for inspection during working hours by the *Building Official*, and that all permits are posted conspicuously on the site during the entire execution of the work; and
 - c) prior to the issuance of a building permit, execute and submit to the *City* the *owner's* undertaking in the form attached as Schedule 1, where required by the *Building Official*.
- 9.4 Every *owner* and every *owner's agent*, must carry out *construction* or have the *construction* carried out in accordance with the requirements of the *Building Code*, this Bylaw and other Bylaws of the *City*. None of the issuance of a *permit* under this Bylaw, the review of plans and supporting documents, or inspections made by a *Building Official* or a *registered professional* shall relieve the *owner*, or their *agent*, from full and sole responsibility to perform the work in strict accordance with this Bylaw, the *Building Code* and all other applicable codes, standards, and enactments.
- 9.5 Every *owner* must allow a *Building Official* to enter any building or premises at any reasonable time to administer and enforce this Bylaw. Every *owner* to whom a permit is issued must, during construction:
- a) post the civic address on the property so that it may be easily read from the *highway* from which the property takes its address; and
 - b) post the permit on the property so that it may be easily read from the *highway* from which the property takes its address.

Damage to Municipal Works

- 9.6 Every *owner* to whom a permit is issued is responsible for the cost to repair any damage to municipal works or land that occurs during and arises directly or indirectly from the work authorized by the permit.
- 9.7 In addition to payment of a damage bond under section 12 of this Bylaw, every *owner* must pay to the *City*, within 30 days of receiving an invoice for same from the *City*, the cost to repair any damage to public property or works located on public property arising directly or indirectly from work for which a *permit* was required or issued.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Demolition

- 9.8 Prior to obtaining a permit to demolish a building or structure, the owner must:
- a) comply with the requirements of the City of Port Moody Waste Management Bylaw;
 - b) pay capping and inspection chamber installation fees as set out in the City's Bylaws governing waterworks and sewer;
 - c) ensure that all municipal services and other services are capped and terminated at the property line in a *City* standard inspection chamber and valve arrangement;
 - d) submit any geotechnical reports as required by the *Building Official* based on hazardous lands identified under the City of Port Moody Official Community Plan Bylaw;
 - e) submit a copy of the a WorkSafeBC Hazardous Materials Report and Notice of Project if required by WorkSafeBC, as required by the *Building Official*;
 - f) submit a report from a vector control company confirming there are no vectors present on the property or all vector have been successfully removed; and
 - g) date of building vacancy.
- 9.9 Every owner must ensure that, on completion of all demolition procedures, all debris and fill are cleared and the site is levelled or graded, or made safe if levelling and grading are not possible.
- 9.10 Every *owner* is responsible to secure the demolition site and all buildings from unauthorized entry.

Notice

- 9.11 Every owner must give written or online notice to a *Building Official* of any change in or termination of engagement of a registered professional, contractor, or agent, including a coordinating registered professional, during construction, within 24 hours of when the change or termination occurs.
- 9.12 If an owner or a registered professional terminates the engagement of the registered professional, including a coordinating registered professional, the owner must suspend all work under a building permit until the owner has engaged a new registered professional, including a coordinating registered professional, and has delivered to a *Building Official* new letters of assurance.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 9.13 Without limiting other sections of this Bylaw, every owner must call for an inspection at least 24 hours prior:
- a) to doing work that is required or ordered to be corrected during construction;
 - b) to covering work that is required under this Bylaw to be, or has been ordered to be, inspected prior to covering; and
 - c) when work has been completed so that a final inspection can be made.
- 9.14 Every owner must give notice in writing to a *Building Official* and pay the non-refundable fee set out in the *Fees Bylaw* immediately upon any change in ownership or change in the address of the owner which occurs prior to the issuance of an occupancy permit.
- 9.15 Every owner must give such other notice to a *Building Official* as may be required by the *Building Official* or by a provision of this Bylaw.

10. Obligations of Owner's Constructor

- 10.1 Every *constructor* must ensure that all construction is done in compliance with all requirements of the *Building Code*, this Bylaw and all other applicable, codes, standards, and enactments.
- 10.2 Every *constructor* must ensure that no excavation or other work is undertaken on public property, and that no public property is disturbed, no *building* or *structure* erected, and no materials stored thereon, in whole or in part, without first having obtained approval in writing from the appropriate authority over such public property.
- 10.3 For the purposes of the administration and enforcement of this Bylaw, every *constructor* is responsible jointly and severally with the owner for all work undertaken.

11. Registered Professional's Responsibilities

Professional Design and Field Review

- 11.1 The provision by the owner to the City of letters of assurance in accordance with the requirements of the *Building Code* shall occur prior to
- a) the pre-occupancy site review coordinated by the coordinating registered professional or other registered professional for a complex building; or
 - b) a final inspection for a standard building in circumstances where letters of assurance have been required in accordance with the requirements of the *Building Code*, in which case the owner must provide the City with letters of assurance in the form of Schedules C-A or C-B, as appropriate, referred to in the *Building Code*.
- 11.2 If a registered professional provides letters of assurance in accordance with the *Building Code*, they must also provide proof of professional liability insurance to the *Building Official* in the form and amount set by Schedule 4 to this Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Requirement for a Registered Professional

- 11.3 The owner must retain a registered professional to provide a professional design and plan certification and letters of assurance in the form of Schedules A, B, C-A, and C-B referred to in the *Building Code*, in respect of a permit application:
- a) prior to the pre-occupancy site review coordinated by the coordinating registered professional or other registered professional for a complex building;
 - b) prior to a final inspection for a standard building in circumstances where letters of assurance have been required in accordance with the requirements of the *Building Code*, in which case the owner must provide the City with letters of assurance in the form of Schedules C-A or C-B, as appropriate, referred to in the *Building Code*;
 - c) a *building* that is designed with common egress systems for the occupants and requires the use of firewalls in accordance with the *Building Code*;
 - d) prior to alterations to a *building*, or to a structural component of a building described in paragraph (b);
 - e) for a building in respect of which the *Building Official* determines that site conditions, size, or complexity so warrant in the interests of safety of persons or protection of property under the *Building Code*;
 - f) if the building envelope components of the building fall under Division B Part 3 of the *Building Code*, the building contains more than two dwellings, or if the building envelopes do not comply with the prescriptive requirements of Division B Part 9 of the *Building Code*; and
 - g) for a parcel of land on which a building or structure is proposed if the *Building Official* believes the parcel is or is likely to be subject to flooding, mud flows, debris flows, debris torrents, erosion, land slip, rock falls, subsidence, or avalanche, and the requirement for a professional design is in addition to a requirement under Division 8 of Part 3 of the *Community Charter*:
 - i) for a report certified by a professional engineer with experience in geotechnical engineering that the parcel may be used safely for the use intended; and
 - ii) that the plans submitted with the application comply with the relevant provisions of the *Building Code* and applicable Bylaws of the City.
- 11.4 The *Building Official* may require any *registered professional* carrying out the *professional design* and *field review* required under section 11.3 to provide evidence that they have experience and expertise in respect of the *professional design* and *field review* of the context and scope required.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Professional Plan Certification

- 11.5 The letters of assurance in the form of Schedules A and B as referred to in the *Building Code* referred to in this section are relied upon by the *City* and its *Building Officials* as certification that the design and plans to which the letters of assurance refer comply with the *Building Code*, this Bylaw, and other applicable enactments.
- 11.6 Letters of assurance must be in the form of Schedules A and B referred to in the *Building Code*.
- 11.7 For a building permit issued under this section for the construction of a building, the *Building Official* will provide the owner with a notice that the building permit is issued in reliance on the certification of the registered professional that the professional design and plans submitted in support of the application for the building permit comply with the *Building Code* and other applicable enactments. Any failure on the part of the *Building Official* to provide the owner with the notice will not diminish or invalidate the reliance by the *City* or its *Building Officials* on the registered professionals.
- 11.8 If a building permit is issued under this section for a construction of a building, the permit fee is reduced by 2.5% of the fees payable under the *City of Port Moody Fees Bylaw*.

12. Building Application Requirements

Requirements for Applying for a Building Permit

- 12.1 Prior to issuance of a *building permit*, the *owner* must satisfy the following requirements or conditions:
 - a) the owner must apply for and obtain a development permit if the building or structure is in an area designated by the *City's of Port Moody's Official Community Plan Bylaw* as a development permit area;
 - b) the owner must ensure that the proposed building or structure complies with all Bylaws of the *City*, except to the extent a variance of a Bylaw is authorized by a development permit, development variance permit, or order of the Board of Variance;
 - c) an approving officer must have approved the subdivision plan that, once registered, would create the parcel on which the proposed building or structure will be constructed, and the subdivision plan must have been registered in the Land Title Office;
 - d) the owner must provide evidence to the *Building Official* showing that the person applying for the building permit is either the owner of the parcel that is the subject of the proposed building permit, or is the agent of the owner, in which case, the agent must provide the name and contact information of the owner;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- e) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* sewage disposal system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for an alternate private sewage disposal system;
- f) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* waterworks system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for an alternate water supply system;
- g) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* storm water drainage system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for the alternate storm water drainage and detention system; and
- h) if all on-site and off-site works and services required by a *City* Bylaw or other enactment have not been completed in accordance with the enactments, the owner must enter into a completion agreement with the *City* and deliver to the *City* letters of credit or cash security for completion of the works and service.

Building Permit Applications for Complex Buildings

- 12.2 An application for a building permit with respect to a complex building must
- a) be made with a complete Building Permit Application Form and signed by the owner, or by a signing officer if the owner is a corporation;
 - b) be accompanied by the owner's acknowledgement of responsibility and undertaking made in the form attached as Schedule 2 to this Bylaw and signed by the owner, or a signing officer if the owner is a corporation;
 - c) include a copy of a title search for the relevant property made within 30 days of the date of the permit application;
 - d) include a *Building Code* compliance summary including the applicable edition of the *Building Code*, such as without limitation whether the building is designed under Part 3 or Part 9 of the *Building Code*, major occupancy classification(s) of the building, building area and building height, number of streets the building faces, and accessible entrances, work areas, washrooms, firewalls, and facilities;
 - e) include a current, sealed copy of a survey plan prepared by a British Columbia land surveyor;
 - f) include a site plan prepared by a registered professional showing:
 - i) the bearing and dimensions of the parcel taken from the registered subdivision plan;
 - ii) the legal description and civic address of the parcel;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- iii) the location and dimensions of existing and proposed statutory rights of way, easements and setback requirements, and adjacent street and lane names;
- iv) the location and dimensions of existing and proposed buildings or structures on the parcel;
- v) setbacks to the natural boundary of any lake, swamp, pond, watercourse, or sea;
- vi) north arrow;
- vii) if applicable, location of an approved existing or proposed private or other alternative sewage disposal system, water supply system, or storm water drainage system;
- viii) zoning compliance summary;
- ix) the location, dimensions, and gradient of parking and parking access;
- x) proposed and existing setbacks to property lines;
- xi) natural and finished grade at all building corners and significant breaks in the building plan and proposed grade around the building faces in order to ascertain foundation height;
- xii) first storey floor elevation;
- xiii) location, setbacks, and elevations of all retaining walls, steps, stairs, and decks;
- xiv) line of upper floors;
- xv) location and elevation of curbs, sidewalks, manholes, and service poles;
- xvi) location of existing and proposed service connections;
- xvii) location and species of all trees greater than 10 centimetres in diameter;
- xviii) location of top of bank and water courses;
- xix) access routes for firefighting;
- xx) accessible paths of travel from the street to the building;
- xxi) geodetic elevation of the underside of a wood floor system or the top of a finished concrete slab of a building or structure where the City's land use regulations or provincial flood mapping regulations establish siting requirements related to minimum floor elevation,

except that the *Building Official* may waive, in whole or in part, the requirements for a site plan, if the permit is sought for the repair or alteration of an existing building or structure;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- g) include floor plans showing the dimensions and uses and occupancy classification of all areas, including: the dimensions and height of crawl and roof spaces; the location, size and swing of doors; the location, size, and opening of windows; floor, wall, and ceiling finishes; fire separations; plumbing fixtures; structural elements; and stair dimensions;
 - h) include a cross-section through the building or structure in sufficient detail and locations to illustrate foundations, drainage, ceiling heights, and construction systems;
 - i) include elevations of all sides of the building or structure showing finish details, roof slopes, windows, doors, natural and finished grade, spatial separations, and ridge height to comply with the *Building Code* and to illustrate that the building or structure conforms with the City of Port Moody Zoning Bylaw and development permit requirements;
 - j) include cross-sectional details drawn at an appropriate scale and at sufficient locations to illustrate that the building conforms to the *Building Code*;
 - k) include all other requirements of sections 2.2.1, 2.2.3, 2.2.4, 2.2.5, 2.2.6, and 2.2.9, Division C of the *Building Code*;
 - l) include copies of approvals required under any enactment relating to health or safety, including, without limitation, sewage disposal permits, highway access permits, and ministry of health approvals;
 - m) include a letter of assurance in the form of Schedule A referred to in subsection 2.2.7 Division C, of the *Building Code*, signed by the owner, or a signing officer if the owner is a corporation, and the coordinating registered professional;
 - n) include letters of assurance in the form of Schedule B referred to in subsection 2.2.7 Division C, of the *Building Code*, each signed by such registered professionals as the *Building Official* or *Building Code* may require to prepare the design for and conduct *field reviews* of the construction of the *building*;
 - o) include two sets of drawings at a suitable scale of the design prepared by each registered professional containing the information set out in (g) to (k) of this section; and
 - p) include illustration of any slopes on the subject parcel that exceed 30%.
- 12.3 In addition to the requirements of section 12.2 of this Bylaw, a *Building Official* may require the following to be submitted with a *permit* application for the construction of a *complex building* if the complexity of the proposed *building* or *structure* or siting circumstances warrant
- a) site servicing drawings, including sufficient detail of off-site services to indicate locations at the property line, prepared and sealed by a registered

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

professional, in accordance with the City of Port Moody Subdivision and Development Servicing Bylaw;

- b) a section through the site showing grades, buildings, structures, parking areas, and driveways; and
- c) any other information required by the *Building Official* or the *Building Code* to establish substantial compliance with this Bylaw, the *Building Code* and other Bylaws and enactments relating to the *building* or *structure*.

Building Permit Applications for Standard Buildings

- 12.4 An application for a building permit with respect to a standard building must
- a) be made with a complete Building Permit Application Form and signed by the owner, or a signing officer if the owner is a corporation;
 - b) be accompanied by the owner's acknowledgment of responsibility and undertaking made in the form attached as Schedule 2 and signed by the owner, or a signing officer if the owner is a corporation;
 - c) include a copy of a title search for the relevant property made within 30 days of the date of the permit application;
 - d) include a current, sealed copy of a survey plan prepared by a British Columbia land surveyor except that the *Building Official* may waive the requirement for a survey plan, in whole or in part, where conditions warrant;
 - e) include a site plan showing:
 - i) the bearing and dimensions of the parcel taken from the registered subdivision plan;
 - ii) the legal description and civic address of the parcel;
 - iii) the location and dimensions of existing and proposed statutory rights of way, easements and setback requirements, and adjacent street and lane names;
 - iv) the location and dimensions of existing and proposed buildings or structures on the parcel;
 - v) setbacks to the natural boundary of any lake, swamp, pond, watercourse, or sea;
 - vi) north arrow;
 - vii) if applicable, location of an approved existing or proposed alternative private or other sewage disposal system, water supply system, or storm water drainage system;
 - viii) the location, dimensions, and gradient of parking and parking access;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- ix) proposed and existing setbacks to property lines;
- x) natural and finished grade at all property corners, all building corners, and datum determination points;
- xi) first storey floor elevation;
- xii) location, setbacks, and elevations of all retaining walls, steps, stairs, and decks;
- xiii) line of upper floors;
- xiv) location and elevation of curbs, sidewalks, manholes, and service poles;
- xv) location of existing and proposed service connections;
- xvi) location and species of all trees greater than 10 centimetres in diameter;
- xvii) location of top of bank and water courses;
- xviii) access routes for firefighting;
- xix) accessible paths of travel from the street to the building;
- xx) zoning compliance summary;
- xxi) the geodetic elevation of the underside of a wood floor system or the top of a finished concrete slab of a building or structure where the City's land use regulations or provincial flood mapping regulations establish siting requirements related to minimum floor elevation; and
- xxii) identify compliance with section 19 [Access Routes for Fire Vehicles] of this Bylaw,

except that for a standard building, the *Building Official* may waive, in whole or in part, the requirements for a site plan, if the permit is sought for the repair or alteration of an existing building;

- f) include floor plans showing the dimensions and uses of all areas, including: the dimensions and height of crawl and roof spaces; the location, size, and swing of doors; the location, size, and opening of windows; floor, wall, and ceiling finishes; plumbing fixtures; structural elements; and stair dimensions;
- g) include a cross-section through the building illustrating foundations, drainage, ceiling heights, and construction systems;
- h) include elevations of all sides of the building showing finish details, roof slopes, windows, doors, the grade, the maximum building height line, ridge height, spatial separations, and natural and finished grade to comply with the *Building Code* and to illustrate that the building or structure conforms with the City of Port Moody Zoning Bylaw and development permit requirements;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- i) include cross-sectional details drawn at an appropriate scale and at sufficient locations to illustrate that the building or structure substantially conforms to the *Building Code*;
- j) include copies of approvals required under any enactment relating to health or safety, including, without limitation, sewage disposal permits, highway access permits, and Ministry of Health approvals;
- k) except for garages, carports, and garden structures located on land, include a foundation and excavation design prepared by a registered professional in accordance with the *Building Code*;
- l) include geotechnical letters of assurance, in addition to a required geotechnical report, if the *Building Official* determines that the site conditions so warrant;
- m) include two sets of drawings at a suitable scale of design including the information set out in (f) to (i) of this section; and
- n) include a *Building Code* compliance summary including the applicable edition of the *Building Code*, such as, without limitation, whether the building is designed under Part 3 or Part 9 and compliance with article 2.2.2.1(2), Division C of the *Building Code*.

12.5 In addition to the requirements of section 12.4 of this Part, if a *project* involves:

- a) two or more buildings, the gross floor areas of which in the aggregate total more than 1,000 square metres;
- b) two or more buildings that will contain four or more dwelling units; or
- c) otherwise if the complexity of the proposed building or structure or siting circumstances warrant, a *Building Official* may require the following be submitted with a permit application for the construction of each standard building in the project:
 - i) a section through the site showing grades, buildings, structures, parking areas, and driveways;
 - ii) a roof plan and roof height calculations;
 - iii) structural, electrical, plumbing, mechanical, or fire suppression drawings prepared and sealed by a registered professional;
 - iv) letters of assurance in the form of Schedule B referred to in Division C of the *Building Code*, signed by a registered professional; and
 - v) any other information required by the *Building Official* or the *Building Code* to establish substantial compliance with this Bylaw, the *Building Code*, and other Bylaws and enactments relating to the building or structure.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Site and Location Information

- 12.6 Without limiting other sections of this Part, the *Building Official* may in writing require an owner to submit an up-to-date plan or survey prepared by a registered British Columbia land surveyor which contains sufficient information respecting the site and location of any building to:
- a) establish, before construction begins, that all the provisions of this Bylaw in relation to this information will be complied with;
 - b) verify, on completion of the construction, that all provisions of this and other applicable Bylaw have been complied with;
 - c) in relation to an existing building, substantiate its location, size, including appurtenances whether above, at, or below ground level, relative to the site or its relationship to neighbouring grades; and
 - d) in relation to construction of a new building, or addition to an existing building, prior to and after the placement of concrete for foundations and footings, show the elevation at proposed top of concrete on all building elevations and at all significant changes of elevation to substantiate its size, location, and elevation;

and every person served with a written requirement under this section must comply with the requirement.

Building Permit Fee

- 12.7 Before receiving a building permit for a building or structure, the owner must first pay to the City:
- a) the building permit fee prescribed in *Fees Bylaw*; and
 - b) any fees, charges, levies, or taxes imposed by the City and payable under an enactment at the time of issuance of the building permit.

Damage Bond with Building Permit Application

- 12.8 An applicant for a building permit must pay to the City, at the time of permit issuance a damage bond.
- 12.9 The damage bond sum set out in the *Fees Bylaw*:
- a) covers the cost borne by the City to maintain, restore, or replace any public works or public lands which are destroyed, damaged, or otherwise impaired in the carrying out of the work referred to in any building permit held by the applicant;
 - b) covers the cost borne by the City to make the site safe if the permit holder abandons or fails to complete the work as designated on the permit;
 - c) serves as the security deposit for provisional occupancy when such a final inspection notice makes provision for a security deposit; or

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- d) serves as a security deposit to effect compliance with any condition under which the permit was issued.

12.10 The damage bond or applicable portion will be returned to the payee:

- a) when the *Building Official* is satisfied that no further damage to public works or public lands will occur;
- b) when the inspections required by this Bylaw are complete and acceptable to the *Building Official*;
- c) when the conditions or provisions of a provisional certificate of occupancy are completed to the satisfaction of the *Building Official*; and
- d) when off-site servicing works are completed and acceptable to the *Building Official* and *City's* Engineering Department.

12.11 Any credit greater than the amount of the damage bond used by the City for the purposes described in subsections 12.8 to 12.10 of this Part will be returned to the permit holder unless otherwise so directed by the permit holder. Any amount in excess of the security deposit required by the City to complete corrective work to public lands, public works, or the site is recoverable by the City from the permit holder, the constructor, or the owner of the property.

Permit Fee Refunds

12.12 No fee or part of a fee paid to the City may be refunded if construction of the building has started.

12.13 A building permit or other permit fee may be partially refunded, only if:

- a) the owner has submitted a written request for a refund;
- b) the *Building Official* has certified a start has not been made on the construction of the building or structure; and
- c) the permit has not expired.

12.14 A building permit or other permit fee is not refundable after the permit has been extended under subsection 12.46 [Permit Extension].

Design Modification

12.15 If an issued building permit or other permit is active and the owner proposes modification to the building design whereby the value of the work does not increase or the value of the work decreases, the owner must pay to the City a Rechecking of Building Plans fee as established in the *Fees Bylaw*.

Construction Before Permit Issued

12.16 The *building permit* or other *permit* fee is doubled for every *permit* application if construction commenced before the *Building Official* issued a *permit*, to a maximum of \$10,000.00.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Expiration of Application for a Permit

- 12.17 A *building permit* application expires six (6) months from the date of a complete application is received under this Part if the *building permit* is not issued by the application expiration date, unless the *permit* is not issued only due to delays caused by the City.

Issuance of a Building Permit

12.18 If:

- a) a completed application in compliance with sections 12.1 -12.6 of this Part, including all required supporting documentation, has been submitted;
- b) the owner has paid all applicable fees set out in this Bylaw and the *Fees Bylaw*;
- c) the owner or their representative has paid all charges and met all requirements imposed by any other statute or Bylaw;
- d) the owner has retained a professional engineer or geoscientist if required under this Bylaw;
- e) the owner has retained an architect if required under this Bylaw; and
- f) no covenant, agreement, resolution, or regulation of the City requires or authorizes the permit to be withheld;

the *Building Official* must issue the permit, for which the application is made, and the date of issuance is deemed to be the date the City gives written notice to the owner that the permit is ready to be picked up by the owner.

- 12.19 Despite subsection 12.18, the *Building Official* may refuse to issue a *permit* when the *owner* has been notified of a violation of this Bylaw about the construction of another *building* or *structure* by the *owner*.

Compliance with the *Homeowner Protection Act*

- 12.20 If the application is in respect of a building that includes, or will include, a residential occupancy governed by the *Homeowner Protection Act*, the building permit must not be issued unless the owner provides evidence under section 30(1) of the *Homeowner Protection Act*, that the proposed building:

- a) is covered by home warranty insurance; and
- b) the constructor is a licensed "residential builder" as defined in that *Act*.

- 12.21 Subsection 12.20 of this Part does not apply if the owner is not required to be licensed and to obtain home warranty insurance in accordance with sections 20(1) or 30(1) of the *Homeowner Protection Act*.

- 12.22 Every permit is issued subject to the *owner* and *constructor* maintaining compliance with the *Homeowner Protection Act* and negotiations under it during the term of the permit.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Partial Construction

- 12.23 If a site has been excavated under a building permit for excavation issued under this Bylaw and a building permit is not subsequently issued or a subsisting building permit has expired, but without the construction of the building or structure for which the building permit was issued having commenced, the owner must fill in the excavation to restore the original gradients of the site within 60 days of being served notice by the City to do so.
- 12.24 If a building permit has expired and partial construction has progressed, with no extension requested of the *Building Official*, permanent type fencing with privacy screen complying with the City of Port Moody Zoning Bylaw, must be erected around the building site for protection to the public.

Conditions of a Building Permit

- 12.25 A building permit or an application for a building permit that is in process may not be transferred or assigned until the owner has notified the *Building Official* in writing, the *Building Official* has authorized the transfer or assignment in writing and the owner has paid the non-refundable fee required by the *Fees Bylaw*. The transfer or assignment of a building permit is not an extension of a *building permit*.
- 12.26 The review of plans and supporting documents and issuance of a building permit do not prevent the *Building Official* from subsequently requiring the correction of errors in the plans and supporting documents, or from prohibiting building construction or occupancy being carried on when in violation of this or another Bylaw.

Inspections

- 12.27 If a registered professional provides letters of assurance in accordance with Section 12, the *City* will rely solely on field reviews undertaken by the registered professional and the letters of assurance submitted pursuant to this Bylaw and the *Building Code* as assurance that the construction substantially conforms to the design, plans, and specifications and that the construction complies with the *Building Code*, this Bylaw, and other applicable enactments respecting safety.
- 12.28 Despite subsection 12.27, a *Building Official* may attend the site from time to time during the course of construction to ascertain that the field reviews are taking place and to monitor the field reviews undertaken by the *registered professionals*.
- 12.29 A *Building Official* may attend periodically at the site of the construction of standard buildings or structures to ascertain whether the work is being carried out in substantial conformance with the *Building Code*, this Bylaw, and any other applicable enactments concerning safety.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 12.30 For all work in respect of standard buildings the owner must give at least 24 hours' notice to the City when requesting an inspection and must obtain an inspection and receive a *Building Official's* written acceptance of the following aspects of the work prior to concealing them:
- a) after demolition, the grading of and removal of debris from the site;
 - b) foundation and footing forms, before concrete is poured;
 - c) after removal of formwork from a concrete foundation and installation of perimeter drainpipe and damp proofing, but prior to backfilling against the foundation;
 - d) prior to inspection under section 12.30(e), plumbing located below the finished slab level;
 - e) the preparation of ground, including ground cover when required, perimeter insulation on inside of concrete foundation walls, and reinforcing steel;
 - f) after inspection under section 12.30(e) hydronic heating pipes (if applicable) and below slab insulation;
 - g) before a building drain, water service, sanitary, or storm sewer is covered, and if any part of this *plumbing system* is covered before it is inspected and approved, it shall be uncovered if a *Building Official* so directs, and when the *Building Official* considers it necessary, underground *building* drains, branches, storm drains, and sewers shall be re-tested after the completion of all backfilling and grading by heavy equipment; rough in of factory built chimneys and fireplaces and solid fuel burning appliances;
 - h) framing, sheathing, fire blocking, fire stopping (including drywall in fire separations), bracing, chimney and ductwork, rough wiring, rough plumbing, rough heating, gas venting, exterior doors and windows, but prior to the installation of insulation, interior finishes, sheathing paper, or exterior finishes which would conceal such work;
 - i) insulation and vapour barrier;
 - j) construction of an exterior deck;
 - k) on-site constructed tubs or showers and tub or shower trap tests;
 - l) the installation of, externally applied vapour or air barrier, but prior to the installation of exterior finishes which could conceal such work; and
 - m) the health and safety aspects of the work and the conservation, GHG emission reduction and accessibility aspects of the work when the building or structure is substantially complete and ready for occupancy but prior to *occupancy*.
- 12.31 A *Building Official* will only carry out an inspection under subsection 12.30 if the owner or the owner's agent has requested the inspection by telephone in accordance with this Bylaw.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 12.32 Despite the requirement for the *Building Official's* acceptance of the work outlined in subsection 12.31, if a registered professional provides letters of assurance, the City will rely solely on field reviews undertaken by the registered professional and the letters of assurance submitted pursuant to this Bylaw as assurance that the aspects of the construction referenced by those letters of assurance substantially conform to the design, plans, and specifications and that the construction complies with the *Building Code*, this Bylaw, and other applicable enactments respecting safety.
- 12.33 No person may conceal any aspect of the work referred to in section 12.30 of this Bylaw until a *Building Official* has accepted it in writing.
- 12.34 For work in respect of complex buildings, the owner must:
- a) give at least 48 hours' notice to the City when requesting a preconstruction meeting with the *Building Official* prior to the start of construction, and the *owner* or *agent* must ensure that the coordinating registered professional, the constructor, as well as representatives of major trades, are in attendance;
 - b) give at least 48 hours' notice to the City when requesting a pre- occupancy coordinated by the coordinating registered professional or other registered professional to have the owner, the constructor, and the registered professionals demonstrate to the *Building Official* and to Port Moody Fire Rescue officials that the compliance with the health and safety aspects of the work, the coordination and integration of the fire and life safety system, applicable City requirements, and other enactments respecting safety and the conservation, GHG emission, and accessibility aspects of the work; and
 - c) cause the coordinating registered professional, at least 48 hours prior to the pre-occupancy coordinated site review coordinated by the coordinating registered professional, to deliver to the *Building Official* the Occupancy Checklist (as prescribed by the *Building Official*) complete with all documentation in a hard covered three ring binder.

Stop Work Order

- 12.35 The *Building Official* may direct the immediate suspension or correction of all or a portion of the construction on a building or structure by attaching a Stop Work Order Notice on the premises whenever it is found that the work is not being performed in accordance with the requirements of the *Building Code*, any applicable Bylaw of the City or the applicable provisions of the *Homeowner Protection Act*.
- 12.36 The coordinating registered professional may request, in writing, that the *Building Official* order the immediate suspension or correction of all or a portion of the construction on a building or structure by attaching a stop work order notice on the premises. The *Building Official* will consider such a request and, if not acted upon, will respond, in writing, to the *coordinating registered professional* and give reasons.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 12.37 If a registered professional's services are terminated, the owner must immediately stop any work that is subject to their design or field review and the *Building Official* is deemed to have issued a stop work order under section 12.36.
- 12.38 The owner must immediately, after the posting of a notice under section 12.36, secure the construction and the lands and premises surrounding the construction in compliance with the safety requirements of every statute, regulation, or order of the Province or of a provincial agency, and of every applicable Bylaw of the City.
- 12.39 Subject to section 12.36, no work other than the required remedial measures may be carried out on the parcel affected by the notice referred to in section 10.36 until the stop work order notice has been removed by the *Building Official*.
- 12.40 The notice referred to in section 12.36 must remain posted on the premises until that which is contrary to the enactments has been remedied.

Do Not Occupy Notice

- 12.41 If a person occupies a *building* or *structure* or part of a building or structure in contravention of this Bylaw, a *Building Official* may post a Do Not Occupy Notice on the affected part of the building or structure.
- 12.42 If a notice is posted under section 12.42, the owner of a parcel on which a Do Not Occupy Notice has been posted, and every other person, must cease occupancy of the building or structure immediately and refrain from further occupancy until all applicable provisions of the *Building Code* and this Bylaw have been substantially complied with and the Do Not Occupy Notice has been rescinded in writing by a *Building Official*.
- 12.43 Following a damage assessment of a building or structure after a significant event (fire, earthquake, flood, and vehicle impact) the *Building Official* may post a Do Not Occupy Notice.

Inspection and Other Fees

- 12.44 In addition to the fees required under other provisions of this Bylaw, the owner must pay the following non-refundable fee set out in the *Fees Bylaw*:
 - a) a second and each subsequent re-inspection where it has been determined by the *Building Official* that due to non-compliance with the provisions of this Bylaw or due to non-complying work, more than one site visit is required for any required inspection;
 - b) a special inspection during the City's normal business hours to establish the condition of a building, or if an inspection requires special arrangements because of time, location, or construction techniques; and
 - c) inspection required under this Bylaw which cannot be carried out during the City's normal business hours.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Permit Expiration

- 12.45 Every permit is issued on the condition that the permit expires and the rights of the owner under the permit terminate if:
- a) the work authorized by the permit is not commenced within six (6) months from the date of issuance of the permit;
 - b) work is discontinued for a period of six (6) months; or
 - c) the work is not completed within two years of the date of issuance of the permit.

Permit Extension

- 12.46 A *Building Official* may extend the period set out under section 12.44 for only one period, not to exceed 12 months, if construction has not been commenced or has been discontinued due to adverse weather, strikes, material or labour shortages, other similar hardship beyond the owner's control, or if the size and complexity of the construction warrants, if:
- a) application for the extension is made at least 30 days prior to the date of permit expiration; and
 - b) the non-refundable fee set out in *Fees Bylaw* has been paid.

Building Permit Revocation

- 12.47 The *Building Official* may revoke a building permit if there is a violation of:
- a) a condition under which the permit was issued; or
 - b) a requirement of the *Building Code* or of this or another Bylaw of the City,
- such permit revocation must be in writing and sent to the permit holder by signature mail to, or personal service on, the permit holder.

Building Permit Cancellation

- 12.48 A building permit, or a building permit application, may be cancelled by the owner, or their agent, on delivery of written notification of the cancellation to the *Building Official*.
- 12.49 On receipt of the written cancellation notice, the *Building Official* will mark on the application, and a permit if applicable, the date of cancellation and the word "cancelled".
- 12.50 If the owner or their agent, submits changes to an application after a permit has been issued and the changes, in the opinion of the *Building Official*, substantially alter the scope of the work, design, or intent of the application in respect of which the permit was issued, the *Building Official* may cancel or amend the permit and mark on the permit the date of cancellation or amendment and the word "cancelled" or "amended".

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

12.51 If a building permit application or permit is cancelled, and construction has not commenced under the permit, the *Building Official* must return to the owner any fees deposited, less:

- a) any non-refundable portion of the fee; and
- b) 15% of the refundable portion of the fee.

Occupancy

12.52 No person may occupy a building or structure or part of a building or structure until a final inspection notice has been issued by a *Building Official*.

12.53 A final inspection notice may be withheld unless:

- a) all letters of assurance have been submitted when required in accordance with this Bylaw;
- b) all aspects of the work requiring inspection and acceptance pursuant to this Section of this Bylaw have both been inspected and accepted or the inspections and acceptance are not required in accordance with this Bylaw;
- c) the owner has delivered to the City as-built plans of works and services in digital format as required by the City;
- d) the owner has provided to the City a building survey prepared by a British Columbia Land Surveyor showing the building height, size, location, and elevation determined in accordance with the City's land use regulations;
- e) all other documentation required under applicable enactments has been delivered to the City; and
- f) the owner has delivered to the City as-built drawings of the building or structure in digital format as required by the City.

12.54 When a registered professional provides letters of assurance in accordance with this Bylaw, the City will rely solely on the letters of assurance when issuing a final report authorizing occupancy as assurance that the items identified on the letters of assurance substantially comply with the design, the *Building Code*, this Bylaw, and other applicable enactments respecting safety.

12.55 A *Building Official* may issue a final inspection notice for partial occupancy of a portion of a building or structure under construction when:

- a) that portion of the building or structure is self-contained and provided with essential services respecting health and safety aspects of the work, and if applicable, accessibility, GHG emissions, and conservation; and
- b) the requirements set out in subsection 12.53 have been met with respect to it.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

12.56 A final inspection notice may not be issued unless:

- a) all letters of assurance have been submitted when required in accordance with the requirements of this Bylaw;
- b) all aspects of the work requiring inspection and review pursuant to this Section of this Bylaw have both been inspected and accepted;
- c) the owner has executed and delivered to the City every agreement, instrument, or form required by the City in relation to the work or the site; and
- d) all required offsite works respecting safety have been completed.

Temporary Buildings

12.57 Subject to the Bylaws of the City and orders of Council, the *Building Official* may issue a building permit for the erection or placement of a temporary building or structure for occupancy if:

- a) the permit is for a period not exceeding one year; and
- b) the building or structure is located in compliance with the City's zoning Bylaw, built in compliance with the *Building Code* and this Bylaw, and connected, as required by enactments, to City utility services.

12.58 An application for a building permit for the erection or placement of a temporary building or structure must be made in the form of a temporary permit application under Schedule 2, signed by the owner or agent, and must include:

- a) plans and supporting documents showing the location and building height of the building or structure on the parcel;
- b) plans and supporting documents showing construction details of the building or structure;
- c) a statement by the owner indicating the intended use and duration of the use;
- d) plans and supporting documents showing the proposed parking and loading space;
- e) a written description of the project explaining why the building is temporary;
- f) a copy of an issued development permit, if required;
- g) in the case of a manufactured building, a CSA label in respect of manufacture and, without limitation, a Quonset or other steel building must be certified in accordance with CSA Standard A660;
- h) a report or drawing by an engineer, architect, or designer confirming compliance with the *Building Code*, this Bylaw, the City of Port Moody Zoning Bylaw and other applicable Bylaws;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- i) security in the form of cash or a letter of credit for 10% of the value of the temporary building, which security:
 - i) may be used by the City to remove the building after one year of the date of the final inspection required under this Bylaw; or
 - ii) must be returned to the owner if the owner removes the temporary building within one year of the date of the final inspection of the temporary building required under this Bylaw; and
 - j) in the case of a temporary building, information to comply with article 1.1.1.1(2)(f), Division C of the *Building Code*.
- 12.59 Before receiving a building permit for a temporary building, or structure for occupancy, the owner must pay to the City the applicable building permit fee set out in *Fees Bylaw*.
- 12.60 A permit fee for a temporary building or structure is not refundable.

Sanitary Facilities

- 12.61 During the time a *building permit* has been issued and remains valid under this Bylaw, the *owner* must provide on the parcel of land in respect of which the *permit* has been issued, sanitary facilities for the disposal of human waste from individual persons who enter on the parcel in relation to the work referred to in the *permit*. The facilities must be accessible and unlocked when not occupied while work is being carried out on the parcel under this Bylaw and must be provided, at all times the facility is required under this Bylaw, with toilet paper, a locking door for privacy, and ventilation, and must be kept in sanitary condition without leaking beyond the facility and without overflowing within the facility. Such facilities must be located so as not to create a nuisance to neighbouring parcels or highways.

Site Security

- 12.62 The owner is responsible for securing construction site and buildings upon the receipt of an application for demolition permit from unauthorized entry until building lock up and establishment of final grades of the site.

13. Retaining Walls, Landscape Walls, and Grades

Retaining Walls and Landscape Walls

- 13.1 No person may construct, or structurally repair, a retaining wall without a building permit.
- 13.2 Except as certified by a professional engineer with expertise in geotechnical engineering registered in the province of British Columbia, fill material placed on a parcel, unless restrained by permitted retaining walls, must not have a surface slope exceeding a ratio of one linear unit vertically to two linear units horizontally.
- 13.3 *Retaining walls* and *landscape walls* are not permitted to be constructed of un-cemented rock or boulder piles.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 13.4 *Retaining walls* and *landscape walls* are not permitted to be constructed of Creosote timbers or petroleum based additives.
- 13.5 *Landscape walls* do not require a building permit except:
 - a) multiple landscape walls with a setback ratio less than two horizontal to one vertical require a building permit.

Excavation

- 13.6 Excavations adjacent to a property line or Statutory Right of Way that may affect the stability of the surrounding soil may not commence until the *Building Official's* acceptance of an excavation plan prepared by a registered professional with expertise in geotechnical Engineering and under review of the same registered professional.

14. Plumbing

Requirements and Specifications

- 14.1 The design, installation, and maintenance of every *plumbing system* shall conform to this Bylaw and the *Building Code* [Plumbing Services].
- 14.2 A plumbing system shall not be constructed, extended, altered, or renewed or a change made to a sewer unless a permit to do so has been obtained.
- 14.3 Where a permit is required, the *plumbing system* shall not be put into use until it has been tested and accepted by the *Building Official*.

Grease Interceptors

- 14.4 Grease interceptors are to be installed and maintained in food sector establishments that discharge wastewater containing oil and grease in accordance with the Greater Vancouver Sewerage & Drainage District, Food Sector Grease Interceptor Bylaw No. 268, 2012.
- 14.5 Interceptors are to be designed and sized with a flow capacity not less than the maximum discharge from fixtures connected to it and in no case smaller than 3.2 L/S (50 U.S.G.P.M.)

Sanitary Sewer Connections

- 14.6 Building sanitary sewer connections for all properties shall be fitted with an inspection chamber or manhole near as possible to the property line conforming to the City of Port Moody's Subdivision Control Bylaw.

Storm Drainage

- 14.7 All storm drainage systems are to be connected to the City's storm drainage system and intercepted with sumps.
- 14.8 Catch basins and sumps are to be installed in accordance with the drawing annexed to this Bylaw as Schedule 8 and connected to the City's storm drainage system.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 14.9 Building storm sewers that are connected to the City's Storm Sewer shall be fitted with an inspection chamber or manhole as near as possible to the property line conforming to the City of Port Moody Subdivision Control Bylaw and all amendments thereto.
- 14.10 A private storm drainage system is permitted to be connected to a drywell or rockpit only when approved by the *Building Official*, and the subsoil conditions are suitable as determined by a soils report prepared by an Engineer with experience in geotechnical matters.

Fire Sprinklers

- 14.11 The design, installation, and maintenance of every fire sprinkler system shall conform to this Bylaw and the *Building Code*.
- 14.12 A fire sprinkler system shall not be installed, extended, altered, or renewed unless a permit to do so has been issued by the *Building Official*.

15. Building Move

- 15.1 No person shall move any building from one parcel of land to another parcel of land within the City without first obtaining a moving permit.
- 15.2 Prior to obtaining a moving permit, the owner of a building or part thereof to be moved to a property within the City shall:
 - a) designate the existing site of the building and the proposed site to which it is to be moved.
 - b) deposit with the *City* a certified cheque or an Irrevocable Letter of Credit in the amount of Twenty thousand (\$20,000.00) dollars issued by a financial institute or guaranty company in Canada and in a form satisfactory to the *City*, to ensure that the exterior of the building or part thereof will be completed within ninety (90) days from the date of issuance of the permit. If the owner does not comply with the above, the *Building Official* shall notify the owner in writing stating how the building does not comply with this Bylaw and directing him to remedy such non-compliance within thirty (30) days from the date of the said notice. If the non-compliance is not remedied within the said period of thirty (30) days, the deposit in the sum of Twenty thousand (\$20,000.00) dollars shall be forfeited to the *City*;
 - c) deposit with the *Building Official*;
 - i) a security in the sum of ten thousand (\$10,000.00) dollars in a form satisfactory to the *City*, to indemnify the *City* against all damages to public and municipal property of every kind, howsoever caused or occasioned by the moving of said building;
 - ii) a policy of public liability and property damage insurance in a form satisfactory to the *City*, in the all-inclusive limits of Five Million (\$5,000,000.00) dollars to ensure against damages imposed by law arising out of the moving of said building;

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- d) pay to the City, in advance, the fee as prescribed in the Fees and Charges Bylaw for an inspection of the building to be moved.
 - e) satisfy the *Building Official* that the Chief of Police and the General Manager of Engineering and Operations have approved the time and route of moving the said building and that notice of the moving has been given to utility companies having overhead wires along the said route.
- 15.3 A person must not move a *building* into the City or to another parcel of land within the City for use as a dwelling house, unless:
- a) such building has an assessed value of at least \$75,000.00 as shown on the last assessment roll upon which such building was assessed; and
 - b) such building has an assessed value of at least 90% of the average assessed value of all buildings within 45 meters of the site or parcel to which it is to be moved as shown on the last assessment rolls upon which such buildings were assessed; and
 - c) the *Building Official* is satisfied that the building can be moved safely and without damage to other property.
- 15.4 A *Building Official* may waive the requirements of 15.3 of this Bylaw if a building proposed to be move has heritage value as determined by the General Manager of Planning and Development for the *City*.

16. Numbering of Buildings

- 16.1 Immediately upon issuance of a building permit governing the construction, alteration or repair of a building, or prior to and during the occupancy of a building, the owner or occupant must display the address number assigned to it by the City:
- a) on or over the entrance to the building or where landscaping or structures obscure the visibility of a building entrance from the adjacent highway, on the building property within sight of the adjacent highway; and
 - b) until such time as the building is removed from the site or has been demolished.
- 16.2 The City's General Manager of Engineering and Operations may renumber or alter the assigned numbers in respect of any building on any parcel, including those already in existence or numbered.
- 16.3 Without limiting other sections of this Bylaw, the *Building Official* must, on the issuance of a building permit, designate a house number or set of house numbers related to the building authorized by the permit. The owner or occupier must post the number or numbers on the site immediately after obtaining the building permit and keep the numbers posted in a conspicuous location at all times during construction.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 16.4 Prior to the issuance of an occupancy permit, the owner or occupier of the parcel must affix the numbers permanently in a conspicuous place on the building such that the number is visible from an adjacent highway.

17. Pools

Pool Permit and Fencing

- 17.1 Without limiting section 5 of this Bylaw, a person must not construct, or structurally repair, a pool without a valid building permit.
- 17.2 A pool, including a spa or hot tub must be enclosed within a fence constructed without footholds or grips that children may use to climb into the enclosed area, having a minimum height of 1.2 metres and no openings greater than 100 mm at their greatest dimension.

Pool Gate

- 17.3 Access through a fence enclosing a *pool* must be only through a self-closing and self-latching gate designed and constructed or installed so as to cause the gate to return to a closed position when not in use and secured by a latch located on the *pool* side of the gate.

Spa or Hot Tub Lid

- 17.4 In lieu of a fence, a spa or hot tub may be covered with a locking cover, which would prevent unauthorized access to the water.

Maintenance

- 17.5 A person may not use or occupy a *pool* unless the owner or occupier of property on or in which the *pool* is located maintains every fence or cover required under this section in good order. Without limiting the foregoing, the owner or occupier must keep the pool, coverings and fence repairs in good order at all times, in particular to prevent sagging gates, loose parts, torn mesh, missing materials, worn latches, locks, or broken or binding members.

Leaks or Other Failures

- 17.6 A person may not obtain a valid and subsisting building permit for a swimming pool without first delivering to the *Building Official* at the time of the building permit application an opinion of a registered professional that the design of the pool will not cause or result in leaks or other failures of the pool.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Pool Drainage Requirement

- 17.7 Pool drainage and backwash discharge lines are to be connected to the City's sanitary sewer system or other private sanitary sewer system approved in writing by the *Building Official* by means of one of the following methods:
- a) a regulation size sump pump with a backwater valve; or
 - b) indirectly connected to a 3-inch or larger soil or waste pipe other than a wet vent, by means of a 3-inch P-trap and standpipe.

18. Energy Conservation and GHG Emission Reduction

- 18.1 In relation to the conservation of energy and the reduction of greenhouse gas emissions, the City incorporates by reference the *British Columbia Energy Step Code* in accordance with subsections 18.2 through 18.7.
- 18.2 Any *building* regulated by Part 3 or Part 9 of the *Building Code* must be designed and constructed to meet the minimum performance requirements specified for the applicable year and occupancy classification in Schedule 7.
- 18.3 Development applications that were accepted for processing prior to September 1, 2019 are exempt from requirements of Part 18 of this Bylaw.
- 18.4 For a *building* or structure regulated under Part 9 of the *Building Code* that is designed in compliance with the applicable step of the *Energy Step Code* but where the constructed *building* or *structure* does not meet the performance requirements of the step, after all reasonable mitigation measures are implemented to the satisfaction of the *Building Official*, the *Building Official* may issue an *occupancy permit* if the *building* or *structure* is constructed in compliance with alternative energy efficiency performance or prescriptive requirements set out in the *Building Code* for Part 9 construction.
- 18.5 For single detached dwelling, duplex, or semi-detached residential building permits, the owner must, to the satisfaction of the *Building Official*, provide all documentation required by the City's *Energy Step Code* administrative requirements or as required by the *Building Official*, prepared by an energy advisor or a registered professional.
- 18.6 Any energy advisor providing the required documentation set out in the *Energy Step Code* must provide evidence to the *Building Official* that they are an energy advisor registered and in good standing with Natural Resources Canada.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

19. On-Site Access Route for Fire Vehicles

- 19.1 Prior to the issuance of a building permit for a building regulated under Part 9 of the *Building Code*, the owner must satisfy the *Building Official* that the building or structure for which the permit is issued will be served by a fire access route that satisfies the following:
- a) the width of an access route must be not less than six (6) metres clear width;
 - b) the centerline radius of an access route must be not less than 12 metres;
 - c) the overhead clearance of an access route must be five (5) metres;
 - d) the gradient of the access route must not change more than 1 in 12.5 over a minimum distance of 15 metres;
 - e) the access route must comply with the bearing load and surface material standards of the City's Subdivision and Development Servicing Bylaw, as amended or replaced from time to time;
 - f) the length above which a dead-end portion of an access route requires turnaround facilities is 90 metres; and
 - g) the unobstructed path of travel for the firefighter from the vehicle to the building is not more than 45 metres.
- 19.2 The requirements of subsection 19.1 may be waived by the Fire Chief, Port Moody Fire Rescue, if the Fire Chief is satisfied that the access route will not impede or obstruct vehicles or equipment used by members of the Fire Rescue Department from appropriate access in carrying out their work.

20. Offence, Penalty, and Enforcement

Violations

- 20.1 Without limiting Part 4 of this Bylaw, every person who:
- a) contravenes or violates any provision of this Bylaw;
 - b) permits, suffers, or allows any act to be done in contravention or violation of any provision of this Bylaw or any order or notice issued under this Bylaw; or
 - c) fails or neglects to do anything required to be done under any provision of this Bylaw or an order or notice issued under this Bylaw:
- commits an offence, and each day during which a violation, contravention, or breach of this Bylaw continues amounts to a separate offence.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

- 20.2 A person found guilty of an offence under this Bylaw is liable to pay of fine of up to \$10,000, the costs to the City of prosecution, and to such other penalties and compensation as may be imposed by a court under the *Community Charter* and *Offence Act*. Every person who commences work requiring a *building permit* without first obtaining such a *permit* must, if a Stop Work notice is issued, pay double the amount of the *permit* fees established in the *City of Port Moody Fees Bylaw*.

Deemed Offence

- 20.3 An owner is deemed to have knowledge of and be liable under this Bylaw in respect of any construction on the parcel the owner owns and any change in the use, occupancy, or both of a building or structure or part of a building or structure on that parcel.
- 20.4 No person is deemed liable under section 20.4 who establishes, on a balance of probabilities, that the construction or change of use or occupancy occurred before he or she became the owner of the parcel.
- 20.5 Nothing in section 20.5 affects
- a) the City's right to require and the owner's obligation to obtain a permit; and
 - b) the obligation of the owner to comply with this Bylaw.

Enforcement

- 20.6 This Bylaw may be enforced by a *Building Official*, or by a fire inspector or Bylaw enforcement officer of the *City* appointed to enforce this Bylaw.
- 20.7 This Bylaw may be enforced:
- a) by prosecution under the *Offence Act*;
 - b) by issuance of a ticket under the *City of Port Moody Municipal Ticket Information Authorization Bylaw*; and
 - c) by civil action as authorized by law.

21. Attachments and Schedules

- 21.1 The following schedules are attached to and form part of this Bylaw:

- Schedule 1 – Owner Authorization;
- Schedule 2 – Owners Undertaking;
- Schedule 3 – Climatic Data;
- Schedule 4 – Confirmation of Professional Liability Insurance;
- Schedule 5 – Stop Work Order;
- Schedule 6 – Do Not Occupy;
- Schedule 7 – Energy Step Code Requirements; and
- Schedule 8 – Sump Detail.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

22. Severability

22.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain valid and in effect.

Read a first time this ___ day of ____, 2019.

Read a second time this ___ day of ____, 2019.

Read a third time this ___ day of ____, 2019.

Adopted this ___ day of ____, 2019.

Acting Mayor

Dorothy Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3200 of the City of Port Moody.

Dorothy Shermer
Corporate Officer

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

Schedule A

City of Port Moody

BYLAW 2018, No. 3200

Schedule 1 – Owner Authorization

To whom it may concern:

Property Address: _____

Legal Description: _____

I am the owner, as defined in the current “Building Bylaw”, of the above-referenced property and hereby authorize:

Representative/Contact: _____
(PRINT)

Tel. No.: _____ Cell No.: _____ E-mail: _____

Please check where applicable.

To represent me in an application for:

- Building Permit Application
(If Registered Professional is involved, use Appendix E, Owner’s Undertaking)
- Demolition Permit Application

To obtain copies of:

- Building Permit Plans (Archive Copies) Owner’s Information:

Name: _____
(PRINT)

Address: _____

Tel. No.: _____ Cell No.: _____ E-mail: _____

Date: _____ Signature: _____

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody Building Bylaw 2019, No. 3200

Schedule 2 – Owner's Undertaking

Property Address: _____

Legal Description: _____

Building Permit #: _____

1. This undertaking is given by the undersigned, as the owner of the property described above, with the intention that it be binding on the owner and that the City will rely on same.
2. I confirm that I have applied for a building permit pursuant to "City of Port Moody Building Bylaw, 2019, No. 3200" (the "Bylaw") and that I have carefully reviewed and fully understand all of the provisions of the Bylaw and in particular, understand, acknowledge, and accept the provisions describing the purpose of the Bylaw, the conditions under which permits are issued, the disclaimer of warranty or representation and the limited extent of the scope of the Bylaw and inspections thereunder.
3. Without in any way limiting the foregoing, I acknowledge fully that it is my responsibility to ensure compliance with the *Building Code* and the Bylaw whether any work to be performed pursuant to the permit applied for is done by me, a contractor, or a registered professional.
4. I am not in any way relying on the City or its *Building Officials*, as defined under the Bylaw, to protect the owner or any other persons as set out in Part 3 of the Bylaw and I will not make any claim alleging any such responsibility or liability on the part of the City or its *Building Officials*.
5. I hereby agree to indemnify and save harmless the City and its employees from all claims, liability, judgments, costs, and expenses of every kind which may result from negligence or from the failure to comply fully with all Bylaws, statutes, and regulations relating to any work or undertaking in respect of which this application is made.
6. I am authorized to give these representations, warranties, assurance, and indemnities to the City.

Owner's Information:

Name: _____ Email: _____

Address: _____

Tel. No.: _____ Cell No.: _____ Fax No.: _____

This undertaking is executed by the owner this ____ day of _____, ____.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

1. Where owner is an individual:

Signed, sealed and delivered in the
presence of:

Owner's Name (PRINT)

Witness Name (PRINT)

Owner's Signature

Witness Signature

2. Where owner is a corporation:

Signed, sealed and delivered in the
presence of:

Name of Corporation

Per:

Witness Name (PRINT)

Authorized Signatory Name (PRINT)

Witness Signature

Authorized Signatory Signature

Witness Address

3. Where owner is a partnership:

Signed, sealed and delivered in the
presence of:

Name of Partnership

Per:

Witness Name (PRINT)

Authorized Signatory Name (PRINT)

Witness Signature

Authorized Signatory Signature

Witness Address

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody

BUILDING BYLAW, 2019, No. 3200

Schedule 3 – Climatic Data

January 1% Design Dry Bulb Temperature:	-9° C
January 2.5% Design Temperature:	-7° C
July 2.5% Design Drybulb Temperature	27° C
July 2.5% Design Wetbulb Temperature	17° C

In areas with a geodetic elevation below 150m

Annual Total Degree-days below (18° C)	2980
--	------

In areas with a geodetic elevation between 150m and 300m

Annual Total Degree-days below (18° C)	3100
--	------

In areas with a geodetic elevation between 300m and 400m

Annual Total Degree-days below (18° C)	3190
--	------

Maximum 15 minute Rainfall:	10 mm
-----------------------------	-------

Maximum One-Day Rainfall (50 years)	150 mm
-------------------------------------	--------

Annual Rainfall:	1850 mm
------------------	---------

Annual Total Precipitation:	1875 mm
-----------------------------	---------

Moisture Index:	1.9
-----------------	-----

In areas with a geodetic elevation below 150m

Ground Snow Load - snow component S(s)(30yrs)	2.80 kPa
---	----------

Ground Snow Load - rain component S(r)(30yrs)	0.30 kPa
---	----------

Ground Snow Load - snow component S(s)(50yrs)	3.00 kPa
---	----------

Ground Snow Load - rain component S(r)(50yrs)	0.30 kPa
---	----------

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

In areas with a geodetic elevation between 150m and 300m

Ground Snow Load - snow component S(s)(30yrs)	3.80 kPa
Ground Snow Load - rain component S(r)(30yrs)	0.40 kPa
Ground Snow Load - snow component S(s)(50yrs)	4.20 kPa
Ground Snow Load - rain component S(r)(50yrs)	0.30 kPa

In areas with a geodetic elevation between 300m and 400m

Ground Snow Load - snow component S(s)(30yrs)	4.50 kPa
Ground Snow Load - rain component S(r)(30yrs)	0.40 kPa
Ground Snow Load - snow component S(s)(50yrs)	4.90 kPa
Ground Snow Load - rain component S(r)(50yrs)	0.40 kPa
Hourly Wind Pressure 1/10	0.36 kPa
Hourly Wind Pressure 1/30	0.44 kPa
Hourly Wind Pressure 1/50	0.48 kPa
Hourly Wind Pressure 1/100	0.54 kPa

Seismic Data:

Acceleration related seismic zone (Za)	4
Velocity related seismic (Zv)	4
Zonal Velocity Ratio	0.2

Frost Protection

Minimum Depth (geodetic elevation under 300mm)	460 mm
Minimum Depth (geodetic elevation over 300mm)	610 mm

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody

BYLAW 2018, No. 3200

Schedule 4 – Confirmation of Professional Liability Insurance

1. *This Confirmation letter must be submitted along with each BC Building Code Schedule A and Schedule B before issuance of a building permit. A separate Confirmation Letter must be submitted for each registered professional.*
2. *This Confirmation Letter must be submitted with each BC Building Code Schedule C after completion of the building but before a final inspection is made by the Building Official. A separate Confirmation Letter must be submitted for each registered professional.*
3. *Only an original Confirmation Letter, printed by the City or an unaltered photocopy of this document is to be completed and submitted.*

Attention: Manager, Inspections

Property Address: _____

Legal Description: _____

The undersigned hereby gives assurance that:

- a) I have fulfilled my obligation for insurance coverage as outlined in the City Building Bylaw, 2019, No. 3200;
- b) I am insured by a policy of insurance covering liability to third parties for errors and omissions in respect to the above project, in the amount of at least One Million Dollars (\$1,000,000.00);
- c) I have enclosed a copy of my certificate of insurance coverage indicating the particulars of such coverage;
- d) I am a registered professional; and
- e) I will notify the Building Official in writing immediately if the undersigned's insurance coverage is reduced or terminated at any time during construction.

Name (PRINT)

Signature

Address (PRINT)

Phone

Date

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

(Affix professional seal here)

(If the registered professional is a member of a firm, complete the following)

I am a member of this firm:

Name of Firm (PRINT)

Address (PRINT)

I sign this letter on behalf of myself and the firm.

Note: This Confirmation letter must be signed by a registered professional. The BC Building Code defines a registered professional as a person who is registered or licensed to practice (a) as an architect under the Architects Act, or (b) as a professional engineer under the Engineers and Geoscientists Act.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody Building Bylaw, 2019, No. 3200

Schedule 5 – Stop Work Order

CITY OF PORT MOODY

STOP WORK ORDER

YOU ARE HEREBY NOTIFIED that the City considers construction activity on this property in breach of its Building Bylaw, 2019, No. 3200.

FURTHER CONSTRUCTION SHALL NOT CONTINUE until satisfactory corrections have been made.

EVERY PERSON WHO FAILS TO COMPLY WITH THIS ORDER MAY, UPON CONVICTION FOR AN OFFENCE AGAINST SAID BYLAW, BE LIABLE TO A PENALTY AS STIPULATED IN THE BYLAW.

ADDRESS of PROPERTY

DATE

INSPECTOR

NO PERSON MAY REMOVE, REVERSE, ALTER, COVER, OR IN ANY WAY TAMPER WITH THIS NOTICE WITHOUT AUTHORIZATION OF THE CITY.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody Building Bylaw, 2019, No. 3200

Schedule 6 – Do Not Occupy

NO OCCUPANCY

YOU ARE HEREBY NOTIFIED that the City considers occupancy of this property to be a breach of its Building Bylaw, 2019 No. 3200.

OCCUPANCY OF THIS PROPERTY IS PROHIBITED until further notice. EVERY PERSON WHO FAILS TO COMPLY WITH THIS ORDER MAY, UPON CONVICTION FOR AN OFFENCE AGAINST SAID BYLAW, BE LIABLE TO A PENALTY AS STIPULATED IN THE BYLAW.

ADDRESS of PROPERTY

DATE

Building Official

NO PERSON MAY REMOVE, REVERSE, ALTER, COVER, OR IN ANY WAY TAMPER WITH THIS NOTICE WITHOUT AUTHORIZATION OF THE CITY.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody Building Bylaw, 2019, No. 3200

Schedule 7 – Energy Step Code Requirements

Building Type	Timetable of Adoption			
	2020	2021	2025	2030
Buildings Subject to Part 9 of the <i>Building Code</i>				
Single family dwelling, duplex, semi-detached residential building, and dwelling units.	Step 1	Step 3	Step 4	Step 5
Row housing building and multiple-unit residential buildings	Step 1	Step 3	Step 4	Step 5
Buildings Subject to Part 3 of the <i>Building Code</i>				
Group C Multi residential building	Step 2 Or Step 1 with LCES	Step 3 Or Step 2 with LCES	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES
Group D Business and personal services occupancy	Step 1	Step 2	Step 3	Step 3
Group E mercantile occupancy	Step 1	Step 2	Step 3	Step 3
Group C Hotel	Step 1	Step 2	Step 3	Step 3

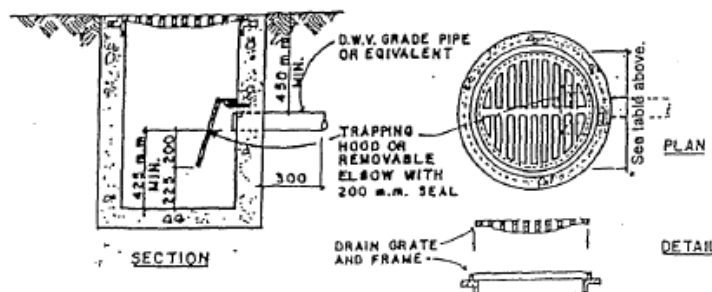
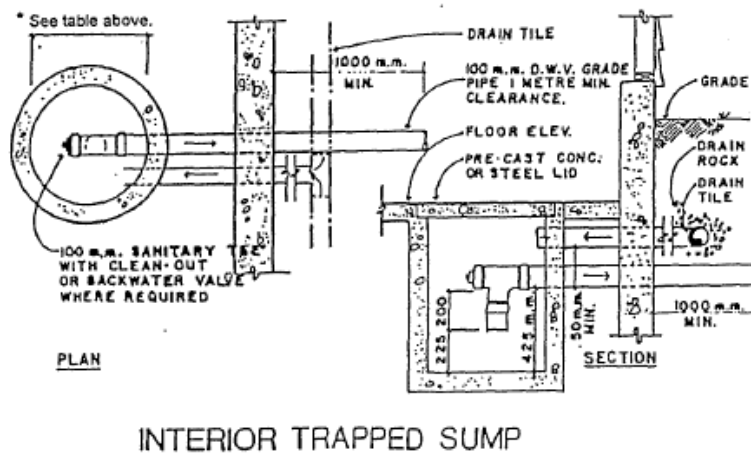
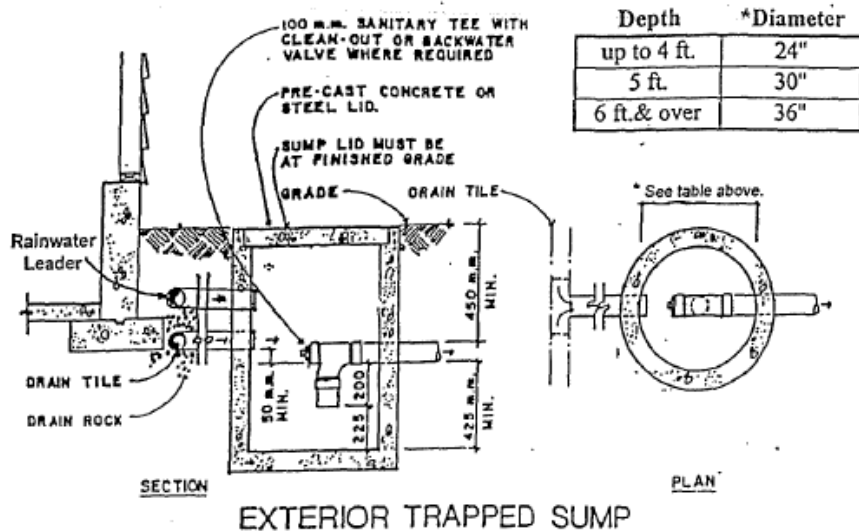
Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.1
Attachment 2

City of Port Moody Building Bylaw, 2019, No. 3200

Schedule 8 – Sump Detail



- Notes: 1. Ladder rungs are required in all Sumps or Catch Basins 6 ft. or greater in depth.
2. A Sump or Catch Basin including the cover shall be designed to support all loads imposed on it



City of Port Moody

Bylaw No. 3200

A Bylaw to administer the *Building Code* and regulate construction.

The Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as “City of Port Moody Building Bylaw, 2019, No. 3200”.

2. Repeal

2.1 City of Port Moody Building and Plumbing Code Administration Bylaw, 2003, No. 2577 and all amendments thereto are hereby repealed.

3. Purpose of Bylaw

3.1 Despite any other provision in this Bylaw, this Bylaw must be interpreted in accordance with this Part.

3.2 Every permit issued under this Bylaw is issued expressly subject to the provisions of this Part.

3.3 This Bylaw is enacted to regulate, prohibit, and impose requirements in regard to construction in the City in the public interest.

3.4 The purpose of this Bylaw does not extend to

- a) the protection of owners, designers, or constructors from economic loss;
- b) the assumption by the City or any *Building Official* of any responsibility for ensuring the compliance by any owner, their representatives, or any employees, constructors, or designers retained by the owner, with the *Building Code*, the requirements of this Bylaw, or other applicable enactments, codes, or standards;
- c) providing any person a warranty of design or workmanship with respect to any building or structure for which a building permit or occupancy permit is issued under this Bylaw;

- d) providing any person a warranty or assurance that construction undertaken under building permits issued by the City is free from latent, or any, defects; or
- e) the protection of adjacent real property from incidental damage or nuisance.

4. Interpretation

Definitions

4.1 In this Bylaw, the following words and terms have the meanings

- a) set out in the *Building Code*: accessible assembly occupancy, building, building area, building height, business and personal services occupancy, care occupancy, constructor, coordinating registered professional, designer, detention occupancy, excavation, field review, firewall, first storey, foundation, high hazard industrial occupancy, industrial occupancy, low hazard industrial occupancy, major occupancy, medium hazard industrial occupancy, mercantile occupancy, occupancy, post disaster building, private sewage disposal system, registered professional, residential occupancy, storey, treatment occupancy, or unsafe condition;
- b) subject to this Bylaw, set out in the Schedule to the *Community Charter*: assessed value, highway, land, occupier, parcel, public authority, service, and soil; and
- c) subject to this Bylaw, set out in the *Interpretation Act*: may, must, obligation, person, property, writing, written, and year.

4.2 In this Bylaw:

Accepted means reviewed by the *Building Official* under the applicable provisions of the *Building Code* and this Bylaw;

Addition means an alteration to any building which will increase the total aggregate floor area or the building height (in storeys), and includes the provision of two or more separate buildings with openings between each other for intercommunication;

Agent includes a firm, corporation, or other person representing the owner, by written designation, and includes a hired tradesperson or constructor who may be granted a permit for work within the limitations of their licence;

Alternative solution means an alternative solution authorized under the *Building Code*;

Alteration means a change, repair, or modification of the construction or arrangement of or use of any building or structure, or to an occupancy regulated by this Bylaw;

Architects Act means the *Architects Act* RSBC 1996, c. 17;

Building Code means the *British Columbia Building Code* as adopted by the Minister responsible under provincial legislation, as amended or re-enacted from time to time;

Building Official means the person designated in or appointed to that position by the City, and includes a building inspector, plan checker, plumbing inspector, inspector designated or appointed by the City, and for certainty the *Building Official* is the “building inspector” referred to in the *Community Charter and Local Government Act*;

City means the City of Port Moody.

Complex Building means:

- a) a building used for a major occupancy classified as:
 - i) assembly occupancy;
 - ii) care occupancy;
 - iii) detention occupancy;
 - iv) high hazard industrial occupancy,
 - v) treatment occupancy; or
 - vi) post-disaster building,
- b) a building exceeding 600 square metres in building area or exceeding three storeys in building height used for a major occupancy classified as:
 - i) residential occupancy;
 - ii) business and personal services occupancy;
 - iii) mercantile occupancy; or
 - iv) medium and low hazard industrial occupancy,

Coordinating Registered Professional means a registered professional retained pursuant to the *Building Code* to coordinate all design work and field reviews of the registered professionals required for a development;

Construct includes build, erect, install, repair, alter, add, enlarge, move, locate, relocate, reconstruct, demolish, remove, excavate, or shore;

Constructor means a person who constructs;

Engineers and Geoscientists Act means the *Engineers and Geoscientists Act* RSBC 1996, c. 116;

Energy Advisor means a registered energy advisor in good standing with Natural Resources Canada, who conducts EnerGuide home evaluations on behalf of service organizations licensed by Natural Resources Canada;

Energy Step Code means the Province of British Columbia's performance-based standard for energy efficiency in new construction requiring energy modelling and on-site testing to demonstrate minimum performance against metrics for building envelope, equipment and systems, and airtightness requirements, and including Step 1, Step 2, Step 3, Step 4, and Step 5, as defined in the *Building Code*, all as amended or re-enacted from time to time;

Existing, in respect of a building, means that portion of a building constructed prior to the submission of a permit application required under this Bylaw;

Fees Bylaw means the City of Port Moody Fees Bylaw;

GHG means greenhouse gas;

Greenhouse Gas Intensity means a measure of a building's greenhouse gas (GHG) performance using the definition, calculation, and fuel type emissions factors established in the energy modelling guidelines referenced by the Energy Step Code, that is a calculated value determined through energy modelling and reported in kilograms of carbon dioxide-equivalent per square metre per year ($\text{kgCO}_2\text{e/m}^2\text{a}$);

Health and Safety Aspects of the Work means design and construction regulated by Parts 3, 4, 5, 6, 7, 8, 9, and 10, Division B, of the *Building Code*; and subject to Parts 1 and 2 in relation to Parts 3 through 10, Division B;

Landscape Wall means a structure retaining soil or other material less than 1.2 metres in height;

Low-Carbon Energy means heat energy with a carbon dioxide-equivalent intensity ($\text{kgCO}_2\text{e/kWh}$), calculated using the energy modelling guidelines referenced by the Energy Step Code, that is much less than that of fossil fuels, and low enough so that when applied to a building's modelled energy use allows the building to meet building GHGi limits under the City's Low-Carbon Energy System requirements;

Low Carbon Energy System means a professionally operated and maintained, highly efficient mechanical system that supplies a building's space heating, cooling, and domestic hot water heating demand primarily from renewable energy sources, and meets defined GHG limits;

Owner means the registered owner in fee simple, or an agent duly authorized by the owner in writing in the form acceptable to the *Building Official*;

Permit means permission or authorization in writing by the *Building Official* to perform work regulated by this Bylaw and, in the case of a final inspection notice, to *occupy a building or part of a building*;

Plumbing Systems means a drainage system, a venting system, and a water system or parts thereof;

Pool means a structure or constructed depression used or intended to be used for swimming, bathing, wading, or diving which is designed to contain water and

has a depth, at any point, exceeding 0.6 m, including an in-ground pool, above ground pool, hot tub, spa, and water features;

Professional Design means the plans and supporting documents bearing the date, seal or stamp, and signature of a registered professional;

Project means any construction operation;

Retaining Wall means a structure that holds or retains soil or other material behind it exceeding 1.2 metres in height or a series of landscape walls spaced at a setback ratio that is less than two horizontal to one vertical;

Standard Building means a building of three storeys or less in building height, having a building area not exceeding 600 square metres, and used for a major occupancy classified as

- a) residential occupancy;
- b) business and personal services occupancy;
- c) mercantile occupancy;
- d) medium hazard industrial occupancy; or
- e) low hazard industrial occupancy;

Structure means a construction or portion of construction, of any kind, whether fixed to, supported by or sunk into land or water, except landscaping, fences, paving and retaining structures less than 1.2 metres in height;

Temporary Building includes a tent, sales office, construction office, or a structure in which tools and/or materials are stored during construction of a building or other structure;

Value of the Work means that amount that is calculated as follows:

- a) for construction of a building containing a residential occupancy that is served by only one stove, or two stoves if permitted as an auxiliary and secondary residential occupancy, the greater of:
 - i) the declared value of the work; or
 - ii) the value calculated by the *Building Official*.
- b) for all other construction, the greater of:
 - i) the declared value of the work; or
 - ii) the value calculated using a method stipulated in the "Marshall Valuation Service".

4.3 Every reference to this Bylaw in this or another Bylaw of the City is a reference to this Bylaw as amended to the date of the reference.

4.4 Every reference to:

- a) the *Building Code* is a reference to the current edition as of the date of issuance of the building permit; and
 - b) a section of the *Building Code* is a reference to the applicable successor sections, as the *Building Code* or section may be amended or re-enacted from time to time.
- 4.5 Definitions of words and phrases used in this Bylaw that are not included in the definitions in this Part have the meanings commonly assigned to them in the context in which they are used in this Bylaw, considering the specialized use of terms with the various trades and professions to which the terminology applies.

5. Scope and Exemptions

Application

- 5.1 This Bylaw applies to the geographical area of the City and to land, the surface of water, air space, buildings, or structures in the City.
- 5.2 This Bylaw applies to the design, construction, or occupancy of new buildings or structures, and the alteration, reconstruction, demolition, removal, relocation, or occupancy, or change of use or occupancy of existing buildings and structures.
- 5.3 This Bylaw does not apply to:
 - a) except as set out in Part 17 of this Bylaw, a fence;
 - b) an accessory building with a floor area of less than 10 square metres;
 - c) a wall supporting soil that is less than 1.2 metres in height, or other similar landscape structures;
 - d) a building or structure commonly known as “Canadian Standards Association Z240 MH series or Z241 series”, except as regulated by the *Building Code*.

Limited Application to Existing Buildings

- 5.4 Except as provided in the *Building Code* or to the extent an existing building is under construction or does not have an occupancy permit, when an existing building has been constructed before the enactment of this Bylaw, the enactment of this Bylaw is not to be interpreted as requiring that the building must be reconstructed and altered, unless it is expressly so provided by this or another Bylaw, regulation, or statute.
- 5.5 This Bylaw applies if the whole or any part of an existing building is moved either within or into the City, including relocation relative to parcel lines created by subdivision or consolidation as per Part 15 applies to *building* moves.
- 5.6 If an alteration is made to an existing building the alteration must comply with this Bylaw and the *Building Code* and the entire building must be made to comply with this Bylaw and the *Building Code*, but only to the extent necessary to addresses any new infractions introduced in the remainder of the building as a result of the alteration.

- 5.7 If an alteration creates an addition to an existing building, the alteration or addition must comply with this Bylaw, the City of Port Moody Zoning Bylaw and the *Building Code* and the entire building must be made to comply with this Bylaw and the *Building Code*, but only to the extent necessary to address any new infractions introduced in the remainder of the building as a result of the alteration or addition.

6. Prohibitions

- 6.1 A person must not commence or continue any *construction, alteration, excavation*, reconstruction, demolition, removal, relocation, or change the use or *occupancy* of any *building* or *structure*, including other work related to construction
- a) except in conformity with the requirements of the *Building Code* and this Bylaw; and
 - b) unless a valid and subsisting permit for the work has been issued under this Bylaw.
- 6.2 A person must not *occupy* or *permit* the *occupancy* of any *building* or *structure* or part of any *building* or *structure*
- a) unless a subsisting final inspection notice or occupancy certificate has been issued by a *Building Official* for the building or structure or the part of the building or structure; or
 - b) contrary to the terms of any permit issued or any notice given by a *Building Official*.
- 6.3 A person must not knowingly submit false or misleading information to a *Building Official* in relation to any permit application or construction undertaken pursuant to this Bylaw.
- 6.4 Except in accordance with this Bylaw, including acceptance of revised plans or supporting documents, a person must not erase, alter, or modify plans and supporting documents after the same have been reviewed by the *Building Official*, or plans and supporting documents which have been filed for reference with the *Building Official* after a permit has been issued.
- 6.5 A person must not, unless authorized in writing by a *Building Official*, reverse, alter, deface, cover, remove, or in any way tamper with any notice, permit, or certificate posted or affixed to a building or structure pursuant to this Bylaw.
- 6.6 A person must not do any work that is substantially at variance with the accepted design or plans of a building, structure, or other works for which a permit has been issued, unless that variance has been authorized in writing by a *Building Official*.
- 6.7 A person must not interfere with or obstruct the entry of a *Building Official* or other authorized official of the City on property in the administration of this Bylaw.

- 6.8 A person must not construct on a parcel unless the civic address is conspicuously posted on the front of the premises or on a sign post so it may be easily read from the *highway* from which it takes its address.
- 6.9 A person must not contravene an administrative requirement of a *Building Official* made under any provision of this Bylaw.
- 6.10 A person must not change the use, occupancy, or both of a building or structure or a part of a building or structure without first applying for and obtaining a building permit under this Bylaw.

7. Permit Conditions

- 7.1 A *permit* is required if work regulated under this Bylaw is to be undertaken.
- 7.2 Neither the issuance of a *permit* under this Bylaw, nor the acceptance or review of plans, drawings, specifications, or supporting documents, nor any inspections made by or on behalf of the City will in any way:
 - a) relieve the owner (and if the owner is acting through an agent, the agent) from full and sole responsibility to perform the work in respect of which the permit was issued in strict compliance with this Bylaw, the *Building Code*, and all other applicable codes, standards, and enactments;
 - b) constitute a representation, warranty, assurance, or statement that the *Building Code*, this Bylaw or any other applicable enactments respecting safety, protection, land use, and zoning have been complied with; or
 - c) constitute a representation or warranty that the building or structure meets any standard of materials or workmanship.
- 7.3 No person shall rely on any permit as establishing compliance with this Bylaw or assume or conclude that this Bylaw has been administered or enforced according to its terms.
- 7.4 Without limiting other provisions of this Bylaw, it is the full and sole responsibility of the owner (and if the owner is acting through an *agent*, the *agent*) to carry out the work in respect of which the permit was issued in compliance with the *Building Code*, this Bylaw, and all other applicable codes, standards, and enactments.

8. Powers of a *Building Official*

Administration

- 8.1 Words defining the authority of a *Building Official* are to be construed as internal administrative powers and not as creating a duty.
- 8.2 A *Building Official* may:
 - a) administer this Bylaw, but owes no public duty to enforce or administer this Bylaw;

- b) keep records of applications received, permits, notices, and orders issued, inspections and tests made, and may retain copies of all papers and documents connected with the administration of this Bylaw;
- c) establish or require an owner to establish whether a method or type of construction or material used in the construction of a building or structure complies with the requirements and provisions of this Bylaw and the *Building Code*; and
- d) direct that tests of materials, equipment, devices, construction methods, structural assemblies, or foundations be carried out, or that sufficient evidence or proof be submitted by the owner, at the owner's sole expense, where such evidence or proof is necessary to determine whether the material, equipment, device, construction, or foundation condition complies with this Bylaw and the *Building Code*.

Refusal and Revocation of Permits

- 8.3 A *Building Official* may refuse to issue a *permit* if the proposed work will contravene the requirements of the *Building Code* or the provisions of this or any other Bylaw of the City, and must state the reason in writing.
- 8.4 A *Building Official* may revoke a permit if, in their opinion, the results of tests on materials, devices, construction methods, structural assemblies, or foundation conditions contravene the *Building Code* or the provisions of this Bylaw, or both, or if all permits required under this Bylaw have not been obtained.

Right of Entry

- 8.5 Subject to section 16 of the *Community Charter*, a *Building Official* may enter on property at any time to ascertain whether the requirements of this Bylaw are being met.

Powers

- 8.6 Subject to applicable enactments, a *Building Official* may by notice in writing require:
 - a) a person who contravenes any provision of this Bylaw to comply with that provision within the time ordered;
 - b) an owner to stop work on a building or structure, or any part of a building or structure, if the work is proceeding in contravention of this Bylaw, the *Building Code*, or any other enactment of the City or other applicable enactments, or if there is deemed to be an unsafe condition, and may enter on property to affix or post a stop work order;
 - c) an owner to remove or prevent any unauthorized encroachment on a public parcel, a statutory right of way or easement, or a setback or yard required under an enactment;
 - d) an owner to remove any building or structure, or any part of a building or structure, constructed in contravention of a provision of this Bylaw;

- e) an owner to have work inspected by a *Building Official* prior to covering;
 - f) an owner to uncover any work that has been covered without inspection contrary to this Bylaw or an order issued by a *Building Official*;
 - g) a person to cease any occupancy in contravention of a provision of this Bylaw;
 - h) a person to cease any occupancy if any unsafe condition exists because of work being undertaken but not complete and where the *Building Official* has not issued a final inspection notice for the work;
 - i) an owner to correct any unsafe condition; and
 - j) an owner to correct any work that contravenes this Bylaw, the *Building Code*, or another applicable enactment.
- 8.7 Every reference to *owner* includes a reference to the owner's agent or constructor.
- 8.8 Every person served with a notice under this Part must comply with that notice
- a) within the time ordered; or
 - b) if no time is ordered, immediately.

9. Owner's Responsibilities

- 9.1 Every owner must apply for and obtain a permit, prior to:
- a) constructing, repairing, or altering a building or structure, including a pool or retaining wall;
 - b) moving a building or structure into or within the City;
 - c) demolishing a building or structure;
 - d) occupying a new building or structure;
 - e) constructing a masonry fireplace or installing a wood-burning appliance or chimney, whether attached to, part of or detached from a building;
 - f) changing the use or occupancy of a building,
- unless the works are the subject of another valid and subsisting building permit.
- 9.2 Every *owner* must ensure that plans submitted with a *permit* application bear the name, phone number, address, and email address of the *designer* of the *building* or *structure*.

Owner's Obligations

- 9.3 Every *owner* must
- a) comply with the *Building Code*, the requirements of this Bylaw and the conditions of a permit, and must not omit any work required by the *Building Code*, this Bylaw, written instruction from a *Building Official* or the conditions of a permit;
 - b) ensure that all permits, all plans and specifications and supporting documents on which a permit was based, all municipal inspection certificates, and all professional field reviews are available at the site of the work for inspection during working hours by the *Building Official*, and that all permits are posted conspicuously on the site during the entire execution of the work; and
 - c) prior to the issuance of a building permit, execute and submit to the *City* the *owner's* undertaking in the form attached as Schedule 1, where required by the *Building Official*.
- 9.4 Every *owner* and every *owner's agent*, must carry out *construction* or have the *construction* carried out in accordance with the requirements of the *Building Code*, this Bylaw and other Bylaws of the *City*. None of the issuance of a *permit* under this Bylaw, the review of plans and supporting documents, or inspections made by a *Building Official* or a *registered professional* shall relieve the *owner*, or their *agent*, from full and sole responsibility to perform the work in strict accordance with this Bylaw, the *Building Code* and all other applicable codes, standards, and enactments.
- 9.5 Every *owner* must allow a *Building Official* to enter any building or premises at any reasonable time to administer and enforce this Bylaw. Every *owner* to whom a permit is issued must, during construction:
- a) post the civic address on the property so that it may be easily read from the *highway* from which the property takes its address; and
 - b) post the permit on the property so that it may be easily read from the *highway* from which the property takes its address.

Damage to Municipal Works

- 9.6 Every *owner* to whom a permit is issued is responsible for the cost to repair any damage to municipal works or land that occurs during and arises directly or indirectly from the work authorized by the permit.
- 9.7 In addition to payment of a damage bond under section 12 of this Bylaw, every *owner* must pay to the *City*, within 30 days of receiving an invoice for same from the *City*, the cost to repair any damage to public property or works located on public property arising directly or indirectly from work for which a *permit* was required or issued.

Demolition

- 9.8 Prior to obtaining a permit to demolish a building or structure, the owner must:
- a) comply with the requirements of the City of Port Moody Waste Management Bylaw;
 - b) pay capping and inspection chamber installation fees as set out in the City's Bylaws governing waterworks and sewer;
 - c) ensure that all municipal services and other services are capped and terminated at the property line in a *City* standard inspection chamber and valve arrangement;
 - d) submit any geotechnical reports as required by the *Building Official* based on hazardous lands identified under the City of Port Moody Official Community Plan Bylaw;
 - e) submit a copy of the a WorkSafeBC Hazardous Materials Report and Notice of Project if required by WorkSafeBC, as required by the *Building Official*;
 - f) submit a report from a vector control company confirming there are no vectors present on the property or all vector have been successfully removed; and
 - g) date of building vacancy.
- 9.9 Every owner must ensure that, on completion of all demolition procedures, all debris and fill are cleared and the site is levelled or graded, or made safe if levelling and grading are not possible.
- 9.10 Every *owner* is responsible to secure the demolition site and all buildings from unauthorized entry.

Notice

- 9.11 Every owner must give written or online notice to a *Building Official* of any change in or termination of engagement of a registered professional, contractor, or agent, including a coordinating registered professional, during construction, within 24 hours of when the change or termination occurs.
- 9.12 If an owner or a registered professional terminates the engagement of the registered professional, including a coordinating registered professional, the owner must suspend all work under a building permit until the owner has engaged a new registered professional, including a coordinating registered professional, and has delivered to a *Building Official* new letters of assurance.

- 9.13 Without limiting other sections of this Bylaw, every owner must call for an inspection at least 24 hours prior:
- a) to doing work that is required or ordered to be corrected during construction;
 - b) to covering work that is required under this Bylaw to be, or has been ordered to be, inspected prior to covering; and
 - c) when work has been completed so that a final inspection can be made.
- 9.14 Every owner must give notice in writing to a *Building Official* and pay the non-refundable fee set out in the *Fees Bylaw* immediately upon any change in ownership or change in the address of the owner which occurs prior to the issuance of an occupancy permit.
- 9.15 Every owner must give such other notice to a *Building Official* as may be required by the *Building Official* or by a provision of this Bylaw.

10. Obligations of Owner's Constructor

- 10.1 Every *constructor* must ensure that all construction is done in compliance with all requirements of the *Building Code*, this Bylaw and all other applicable, codes, standards, and enactments.
- 10.2 Every *constructor* must ensure that no excavation or other work is undertaken on public property, and that no public property is disturbed, no *building* or *structure* erected, and no materials stored thereon, in whole or in part, without first having obtained approval in writing from the appropriate authority over such public property.
- 10.3 For the purposes of the administration and enforcement of this Bylaw, every *constructor* is responsible jointly and severally with the owner for all work undertaken.

11. Registered Professional's Responsibilities

Professional Design and Field Review

- 11.1 The provision by the owner to the City of letters of assurance in accordance with the requirements of the *Building Code* shall occur prior to
- a) the pre-occupancy site review coordinated by the coordinating registered professional or other registered professional for a complex building; or
 - b) a final inspection for a standard building in circumstances where letters of assurance have been required in accordance with the requirements of the *Building Code*, in which case the owner must provide the City with letters of assurance in the form of Schedules C-A or C-B, as appropriate, referred to in the *Building Code*.
- 11.2 If a registered professional provides letters of assurance in accordance with the *Building Code*, they must also provide proof of professional liability insurance to the *Building Official* in the form and amount set by Schedule 4 to this Bylaw.

Requirement for a Registered Professional

- 11.3 The owner must retain a registered professional to provide a professional design and plan certification and letters of assurance in the form of Schedules A, B, C-A, and C-B referred to in the *Building Code*, in respect of a permit application:
- a) prior to the pre-occupancy site review coordinated by the coordinating registered professional or other registered professional for a complex building;
 - b) prior to a final inspection for a standard building in circumstances where letters of assurance have been required in accordance with the requirements of the *Building Code*, in which case the owner must provide the City with letters of assurance in the form of Schedules C-A or C-B, as appropriate, referred to in the *Building Code*;
 - c) a *building* that is designed with common egress systems for the occupants and requires the use of firewalls in accordance with the *Building Code*;
 - d) prior to alterations to a *building*, or to a structural component of a building described in paragraph (b);
 - e) for a building in respect of which the *Building Official* determines that site conditions, size, or complexity so warrant in the interests of safety of persons or protection of property under the *Building Code*;
 - f) if the building envelope components of the building fall under Division B Part 3 of the *Building Code*, the building contains more than two dwellings, or if the building envelopes do not comply with the prescriptive requirements of Division B Part 9 of the *Building Code*; and
 - g) for a parcel of land on which a building or structure is proposed if the *Building Official* believes the parcel is or is likely to be subject to flooding, mud flows, debris flows, debris torrents, erosion, land slip, rock falls, subsidence, or avalanche, and the requirement for a professional design is in addition to a requirement under Division 8 of Part 3 of the *Community Charter*:
 - i) for a report certified by a professional engineer with experience in geotechnical engineering that the parcel may be used safely for the use intended; and
 - ii) that the plans submitted with the application comply with the relevant provisions of the *Building Code* and applicable Bylaws of the City.
- 11.4 The *Building Official* may require any *registered professional* carrying out the *professional design* and *field review* required under section 11.3 to provide evidence that they have experience and expertise in respect of the *professional design* and *field review* of the context and scope required.

Professional Plan Certification

- 11.5 The letters of assurance in the form of Schedules A and B as referred to in the *Building Code* referred to in this section are relied upon by the *City* and its *Building Officials* as certification that the design and plans to which the letters of assurance refer comply with the *Building Code*, this Bylaw, and other applicable enactments.
- 11.6 Letters of assurance must be in the form of Schedules A and B referred to in the *Building Code*.
- 11.7 For a building permit issued under this section for the construction of a building, the *Building Official* will provide the owner with a notice that the building permit is issued in reliance on the certification of the registered professional that the professional design and plans submitted in support of the application for the building permit comply with the *Building Code* and other applicable enactments. Any failure on the part of the *Building Official* to provide the owner with the notice will not diminish or invalidate the reliance by the *City* or its *Building Officials* on the registered professionals.
- 11.8 If a building permit is issued under this section for a construction of a building, the permit fee is reduced by 2.5% of the fees payable under the *City of Port Moody Fees Bylaw*.

12. Building Application Requirements

Requirements for Applying for a Building Permit

- 12.1 Prior to issuance of a *building permit*, the *owner* must satisfy the following requirements or conditions:
 - a) the owner must apply for and obtain a development permit if the building or structure is in an area designated by the *City's of Port Moody's Official Community Plan Bylaw* as a development permit area;
 - b) the owner must ensure that the proposed building or structure complies with all Bylaws of the *City*, except to the extent a variance of a Bylaw is authorized by a development permit, development variance permit, or order of the Board of Variance;
 - c) an approving officer must have approved the subdivision plan that, once registered, would create the parcel on which the proposed building or structure will be constructed, and the subdivision plan must have been registered in the Land Title Office;
 - d) the owner must provide evidence to the *Building Official* showing that the person applying for the building permit is either the owner of the parcel that is the subject of the proposed building permit, or is the agent of the owner, in which case, the agent must provide the name and contact information of the owner;

- e) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* sewage disposal system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for an alternate private sewage disposal system;
- f) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* waterworks system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for an alternate water supply system;
- g) if the parcel that is the subject of the building permit application is not intended to be connected to the *City's* storm water drainage system, the owner must apply for and obtain approval from the *City* and other applicable public authorities for the alternate storm water drainage and detention system; and
- h) if all on-site and off-site works and services required by a *City* Bylaw or other enactment have not been completed in accordance with the enactments, the owner must enter into a completion agreement with the *City* and deliver to the *City* letters of credit or cash security for completion of the works and service.

Building Permit Applications for Complex Buildings

12.2 An application for a building permit with respect to a complex building must

- a) be made with a complete Building Permit Application Form and signed by the owner, or by a signing officer if the owner is a corporation;
- b) be accompanied by the owner's acknowledgement of responsibility and undertaking made in the form attached as Schedule 2 to this Bylaw and signed by the owner, or a signing officer if the owner is a corporation;
- c) include a copy of a title search for the relevant property made within 30 days of the date of the permit application;
- d) include a *Building Code* compliance summary including the applicable edition of the *Building Code*, such as without limitation whether the building is designed under Part 3 or Part 9 of the *Building Code*, major occupancy classification(s) of the building, building area and building height, number of streets the building faces, and accessible entrances, work areas, washrooms, firewalls, and facilities;
- e) include a current, sealed copy of a survey plan prepared by a British Columbia land surveyor;
- f) include a site plan prepared by a registered professional showing:
 - i) the bearing and dimensions of the parcel taken from the registered subdivision plan;
 - ii) the legal description and civic address of the parcel;

- iii) the location and dimensions of existing and proposed statutory rights of way, easements and setback requirements, and adjacent street and lane names;
- iv) the location and dimensions of existing and proposed buildings or structures on the parcel;
- v) setbacks to the natural boundary of any lake, swamp, pond, watercourse, or sea;
- vi) north arrow;
- vii) if applicable, location of an approved existing or proposed private or other alternative sewage disposal system, water supply system, or storm water drainage system;
- viii) zoning compliance summary;
- ix) the location, dimensions, and gradient of parking and parking access;
- x) proposed and existing setbacks to property lines;
- xi) natural and finished grade at all building corners and significant breaks in the building plan and proposed grade around the building faces in order to ascertain foundation height;
- xii) first storey floor elevation;
- xiii) location, setbacks, and elevations of all retaining walls, steps, stairs, and decks;
- xiv) line of upper floors;
- xv) location and elevation of curbs, sidewalks, manholes, and service poles;
- xvi) location of existing and proposed service connections;
- xvii) location and species of all trees greater than 10 centimetres in diameter;
- xviii) location of top of bank and water courses;
- xix) access routes for firefighting;
- xx) accessible paths of travel from the street to the building;
- xxi) geodetic elevation of the underside of a wood floor system or the top of a finished concrete slab of a building or structure where the City's land use regulations or provincial flood mapping regulations establish siting requirements related to minimum floor elevation,

except that the *Building Official* may waive, in whole or in part, the requirements for a site plan, if the permit is sought for the repair or alteration of an existing building or structure;

- g) include floor plans showing the dimensions and uses and occupancy classification of all areas, including: the dimensions and height of crawl and roof spaces; the location, size and swing of doors; the location, size, and opening of windows; floor, wall, and ceiling finishes; fire separations; plumbing fixtures; structural elements; and stair dimensions;
- h) include a cross-section through the building or structure in sufficient detail and locations to illustrate foundations, drainage, ceiling heights, and construction systems;
- i) include elevations of all sides of the building or structure showing finish details, roof slopes, windows, doors, natural and finished grade, spatial separations, and ridge height to comply with the *Building Code* and to illustrate that the building or structure conforms with the City of Port Moody Zoning Bylaw and development permit requirements;
- j) include cross-sectional details drawn at an appropriate scale and at sufficient locations to illustrate that the building conforms to the *Building Code*;
- k) include all other requirements of sections 2.2.1, 2.2.3, 2.2.4, 2.2.5, 2.2.6, and 2.2.9, Division C of the *Building Code*;
- l) include copies of approvals required under any enactment relating to health or safety, including, without limitation, sewage disposal permits, highway access permits, and ministry of health approvals;
- m) include a letter of assurance in the form of Schedule A referred to in subsection 2.2.7 Division C, of the *Building Code*, signed by the owner, or a signing officer if the owner is a corporation, and the coordinating registered professional;
- n) include letters of assurance in the form of Schedule B referred to in subsection 2.2.7 Division C, of the *Building Code*, each signed by such registered professionals as the *Building Official* or *Building Code* may require to prepare the design for and conduct *field reviews* of the construction of the *building*;
- o) include two sets of drawings at a suitable scale of the design prepared by each registered professional containing the information set out in (g) to (k) of this section; and
- p) include illustration of any slopes on the subject parcel that exceed 30%.

12.3 In addition to the requirements of section 12.2 of this Bylaw, a *Building Official* may require the following to be submitted with a *permit* application for the construction of a *complex building* if the complexity of the proposed *building* or *structure* or siting circumstances warrant

- a) site servicing drawings, including sufficient detail of off-site services to indicate locations at the property line, prepared and sealed by a registered

professional, in accordance with the City of Port Moody Subdivision and Development Servicing Bylaw;

- b) a section through the site showing grades, buildings, structures, parking areas, and driveways; and
- c) any other information required by the *Building Official* or the *Building Code* to establish substantial compliance with this Bylaw, the *Building Code* and other Bylaws and enactments relating to the *building* or *structure*.

Building Permit Applications for Standard Buildings

- 12.4 An application for a building permit with respect to a standard building must
- a) be made with a complete Building Permit Application Form and signed by the owner, or a signing officer if the owner is a corporation;
 - b) be accompanied by the owner's acknowledgment of responsibility and undertaking made in the form attached as Schedule 2 and signed by the owner, or a signing officer if the owner is a corporation;
 - c) include a copy of a title search for the relevant property made within 30 days of the date of the permit application;
 - d) include a current, sealed copy of a survey plan prepared by a British Columbia land surveyor except that the *Building Official* may waive the requirement for a survey plan, in whole or in part, where conditions warrant;
 - e) include a site plan showing:
 - i) the bearing and dimensions of the parcel taken from the registered subdivision plan;
 - ii) the legal description and civic address of the parcel;
 - iii) the location and dimensions of existing and proposed statutory rights of way, easements and setback requirements, and adjacent street and lane names;
 - iv) the location and dimensions of existing and proposed buildings or structures on the parcel;
 - v) setbacks to the natural boundary of any lake, swamp, pond, watercourse, or sea;
 - vi) north arrow;
 - vii) if applicable, location of an approved existing or proposed alternative private or other sewage disposal system, water supply system, or storm water drainage system;
 - viii) the location, dimensions, and gradient of parking and parking access;

- ix) proposed and existing setbacks to property lines;
- x) natural and finished grade at all property corners, all building corners, and datum determination points;
- xi) first storey floor elevation;
- xii) location, setbacks, and elevations of all retaining walls, steps, stairs, and decks;
- xiii) line of upper floors;
- xiv) location and elevation of curbs, sidewalks, manholes, and service poles;
- xv) location of existing and proposed service connections;
- xvi) location and species of all trees greater than 10 centimetres in diameter;
- xvii) location of top of bank and water courses;
- xviii) access routes for firefighting;
- xix) accessible paths of travel from the street to the building;
- xx) zoning compliance summary;
- xxi) the geodetic elevation of the underside of a wood floor system or the top of a finished concrete slab of a building or structure where the City's land use regulations or provincial flood mapping regulations establish siting requirements related to minimum floor elevation; and
- xxii) identify compliance with section 19 [Access Routes for Fire Vehicles] of this Bylaw,

except that for a standard building, the *Building Official* may waive, in whole or in part, the requirements for a site plan, if the permit is sought for the repair or alteration of an existing building;

- f) include floor plans showing the dimensions and uses of all areas, including: the dimensions and height of crawl and roof spaces; the location, size, and swing of doors; the location, size, and opening of windows; floor, wall, and ceiling finishes; plumbing fixtures; structural elements; and stair dimensions;
- g) include a cross-section through the building illustrating foundations, drainage, ceiling heights, and construction systems;
- h) include elevations of all sides of the building showing finish details, roof slopes, windows, doors, the grade, the maximum building height line, ridge height, spatial separations, and natural and finished grade to comply with the *Building Code* and to illustrate that the building or structure conforms with the City of Port Moody Zoning Bylaw and development permit requirements;

- i) include cross-sectional details drawn at an appropriate scale and at sufficient locations to illustrate that the building or structure substantially conforms to the *Building Code*;
- j) include copies of approvals required under any enactment relating to health or safety, including, without limitation, sewage disposal permits, highway access permits, and Ministry of Health approvals;
- k) except for garages, carports, and garden structures located on land, include a foundation and excavation design prepared by a registered professional in accordance with the *Building Code*;
- l) include geotechnical letters of assurance, in addition to a required geotechnical report, if the *Building Official* determines that the site conditions so warrant;
- m) include two sets of drawings at a suitable scale of design including the information set out in (f) to (i) of this section; and
- n) include a *Building Code* compliance summary including the applicable edition of the *Building Code*, such as, without limitation, whether the building is designed under Part 3 or Part 9 and compliance with article 2.2.2.1(2), Division C of the *Building Code*.

12.5 In addition to the requirements of section 12.4 of this Part, if a *project* involves:

- a) two or more buildings, the gross floor areas of which in the aggregate total more than 1,000 square metres;
- b) two or more buildings that will contain four or more dwelling units; or
- c) otherwise if the complexity of the proposed building or structure or siting circumstances warrant, a *Building Official* may require the following be submitted with a permit application for the construction of each standard building in the project:
 - i) a section through the site showing grades, buildings, structures, parking areas, and driveways;
 - ii) a roof plan and roof height calculations;
 - iii) structural, electrical, plumbing, mechanical, or fire suppression drawings prepared and sealed by a registered professional;
 - iv) letters of assurance in the form of Schedule B referred to in Division C of the *Building Code*, signed by a registered professional; and
 - v) any other information required by the *Building Official* or the *Building Code* to establish substantial compliance with this Bylaw, the *Building Code*, and other Bylaws and enactments relating to the building or structure.

Site and Location Information

- 12.6 Without limiting other sections of this Part, the *Building Official* may in writing require an owner to submit an up-to-date plan or survey prepared by a registered British Columbia land surveyor which contains sufficient information respecting the site and location of any building to:
- a) establish, before construction begins, that all the provisions of this Bylaw in relation to this information will be complied with;
 - b) verify, on completion of the construction, that all provisions of this and other applicable Bylaw have been complied with;
 - c) in relation to an existing building, substantiate its location, size, including appurtenances whether above, at, or below ground level, relative to the site or its relationship to neighbouring grades; and
 - d) in relation to construction of a new building, or addition to an existing building, prior to and after the placement of concrete for foundations and footings, show the elevation at proposed top of concrete on all building elevations and at all significant changes of elevation to substantiate its size, location, and elevation;

and every person served with a written requirement under this section must comply with the requirement.

Building Permit Fee

- 12.7 Before receiving a building permit for a building or structure, the owner must first pay to the City:
- a) the building permit fee prescribed in *Fees Bylaw*; and
 - b) any fees, charges, levies, or taxes imposed by the City and payable under an enactment at the time of issuance of the building permit.

Damage Bond with Building Permit Application

- 12.8 An applicant for a building permit must pay to the City, at the time of permit issuance a damage bond.
- 12.9 The damage bond sum set out in the *Fees Bylaw*:
- a) covers the cost borne by the City to maintain, restore, or replace any public works or public lands which are destroyed, damaged, or otherwise impaired in the carrying out of the work referred to in any building permit held by the applicant;
 - b) covers the cost borne by the City to make the site safe if the permit holder abandons or fails to complete the work as designated on the permit;
 - c) serves as the security deposit for provisional occupancy when such a final inspection notice makes provision for a security deposit; or

- d) serves as a security deposit to effect compliance with any condition under which the permit was issued.

12.10 The damage bond or applicable portion will be returned to the payee:

- a) when the *Building Official* is satisfied that no further damage to public works or public lands will occur;
- b) when the inspections required by this Bylaw are complete and acceptable to the *Building Official*;
- c) when the conditions or provisions of a provisional certificate of occupancy are completed to the satisfaction of the *Building Official*; and
- d) when off-site servicing works are completed and acceptable to the *Building Official* and City's Engineering Department.

12.11 Any credit greater than the amount of the damage bond used by the City for the purposes described in subsections 12.8 to 12.10 of this Part will be returned to the permit holder unless otherwise so directed by the permit holder. Any amount in excess of the security deposit required by the City to complete corrective work to public lands, public works, or the site is recoverable by the City from the permit holder, the constructor, or the owner of the property.

Permit Fee Refunds

12.12 No fee or part of a fee paid to the City may be refunded if construction of the building has started.

12.13 A building permit or other permit fee may be partially refunded, only if:

- a) the owner has submitted a written request for a refund;
- b) the *Building Official* has certified a start has not been made on the construction of the building or structure; and
- c) the permit has not expired.

12.14 A building permit or other permit fee is not refundable after the permit has been extended under subsection 12.46 [Permit Extension].

Design Modification

12.15 If an issued building permit or other permit is active and the owner proposes modification to the building design whereby the value of the work does not increase or the value of the work decreases, the owner must pay to the City a Rechecking of Building Plans fee as established in the *Fees Bylaw*.

Construction Before Permit Issued

12.16 The *building permit* or other *permit* fee is doubled for every *permit* application if construction commenced before the *Building Official* issued a *permit*, to a maximum of \$10,000.00.

Expiration of Application for a Permit

- 12.17 A *building permit* application expires six (6) months from the date of a complete application is received under this Part if the *building permit* is not issued by the application expiration date, unless the *permit* is not issued only due to delays caused by the City.

Issuance of a Building Permit

12.18 If:

- a) a completed application in compliance with sections 12.1 -12.6 of this Part, including all required supporting documentation, has been submitted;
- b) the owner has paid all applicable fees set out in this Bylaw and the *Fees Bylaw*;
- c) the owner or their representative has paid all charges and met all requirements imposed by any other statute or Bylaw;
- d) the owner has retained a professional engineer or geoscientist if required under this Bylaw;
- e) the owner has retained an architect if required under this Bylaw; and
- f) no covenant, agreement, resolution, or regulation of the City requires or authorizes the permit to be withheld;

the *Building Official* must issue the permit, for which the application is made, and the date of issuance is deemed to be the date the City gives written notice to the owner that the permit is ready to be picked up by the owner.

- 12.19 Despite subsection 12.18, the *Building Official* may refuse to issue a *permit* when the *owner* has been notified of a violation of this Bylaw about the construction of another *building* or *structure* by the *owner*.

Compliance with the *Homeowner Protection Act*

- 12.20 If the application is in respect of a building that includes, or will include, a residential occupancy governed by the *Homeowner Protection Act*, the building permit must not be issued unless the owner provides evidence under section 30(1) of the *Homeowner Protection Act*, that the proposed building:

- a) is covered by home warranty insurance; and
- b) the constructor is a licensed “residential builder” as defined in that *Act*.

- 12.21 Subsection 12.20 of this Part does not apply if the owner is not required to be licensed and to obtain home warranty insurance in accordance with sections 20(1) or 30(1) of the *Homeowner Protection Act*.

- 12.22 Every permit is issued subject to the *owner* and *constructor* maintaining compliance with the *Homeowner Protection Act* and negotiations under it during the term of the permit.

Partial Construction

- 12.23 If a site has been excavated under a building permit for excavation issued under this Bylaw and a building permit is not subsequently issued or a subsisting building permit has expired, but without the construction of the building or structure for which the building permit was issued having commenced, the owner must fill in the excavation to restore the original gradients of the site within 60 days of being served notice by the City to do so.
- 12.24 If a building permit has expired and partial construction has progressed, with no extension requested of the *Building Official*, permanent type fencing with privacy screen complying with the City of Port Moody Zoning Bylaw, must be erected around the building site for protection to the public.

Conditions of a Building Permit

- 12.25 A building permit or an application for a building permit that is in process may not be transferred or assigned until the owner has notified the *Building Official* in writing, the *Building Official* has authorized the transfer or assignment in writing and the owner has paid the non-refundable fee required by the *Fees Bylaw*. The transfer or assignment of a building permit is not an extension of a *building permit*.
- 12.26 The review of plans and supporting documents and issuance of a building permit do not prevent the *Building Official* from subsequently requiring the correction of errors in the plans and supporting documents, or from prohibiting building construction or occupancy being carried on when in violation of this or another Bylaw.

Inspections

- 12.27 If a registered professional provides letters of assurance in accordance with Section 12, the *City* will rely solely on field reviews undertaken by the registered professional and the letters of assurance submitted pursuant to this Bylaw and the *Building Code* as assurance that the construction substantially conforms to the design, plans, and specifications and that the construction complies with the *Building Code*, this Bylaw, and other applicable enactments respecting safety.
- 12.28 Despite subsection 12.27, a *Building Official* may attend the site from time to time during the course of construction to ascertain that the field reviews are taking place and to monitor the field reviews undertaken by the *registered professionals*.
- 12.29 A *Building Official* may attend periodically at the site of the construction of standard buildings or structures to ascertain whether the work is being carried out in substantial conformance with the *Building Code*, this Bylaw, and any other applicable enactments concerning safety.

12.30 For all work in respect of standard buildings the owner must give at least 24 hours' notice to the City when requesting an inspection and must obtain an inspection and receive a *Building Official's* written acceptance of the following aspects of the work prior to concealing them:

- a) after demolition, the grading of and removal of debris from the site;
- b) foundation and footing forms, before concrete is poured;
- c) after removal of formwork from a concrete foundation and installation of perimeter drainpipe and damp proofing, but prior to backfilling against the foundation;
- d) prior to inspection under section 12.30(e), plumbing located below the finished slab level;
- e) the preparation of ground, including ground cover when required, perimeter insulation on inside of concrete foundation walls, and reinforcing steel;
- f) after inspection under section 12.30(e) hydronic heating pipes (if applicable) and below slab insulation;
- g) before a building drain, water service, sanitary, or storm sewer is covered, and if any part of this *plumbing system* is covered before it is inspected and approved, it shall be uncovered if a *Building Official* so directs, and when the *Building Official* considers it necessary, underground *building* drains, branches, storm drains, and sewers shall be re-tested after the completion of all backfilling and grading by heavy equipment; rough in of factory built chimneys and fireplaces and solid fuel burning appliances;
- h) framing, sheathing, fire blocking, fire stopping (including drywall in fire separations), bracing, chimney and ductwork, rough wiring, rough plumbing, rough heating, gas venting, exterior doors and windows, but prior to the installation of insulation, interior finishes, sheathing paper, or exterior finishes which would conceal such work;
- i) insulation and vapour barrier;
- j) construction of an exterior deck;
- k) on-site constructed tubs or showers and tub or shower trap tests;
- l) the installation of, externally applied vapour or air barrier, but prior to the installation of exterior finishes which could conceal such work; and
- m) the health and safety aspects of the work and the conservation, GHG emission reduction and accessibility aspects of the work when the building or structure is substantially complete and ready for occupancy but prior to *occupancy*.

12.31 A *Building Official* will only carry out an inspection under subsection 12.30 if the owner or the owner's agent has requested the inspection by telephone in accordance with this Bylaw.

- 12.32 Despite the requirement for the *Building Official's* acceptance of the work outlined in subsection 12.31, if a registered professional provides letters of assurance, the City will rely solely on field reviews undertaken by the registered professional and the letters of assurance submitted pursuant to this Bylaw as assurance that the aspects of the construction referenced by those letters of assurance substantially conform to the design, plans, and specifications and that the construction complies with the *Building Code*, this Bylaw, and other applicable enactments respecting safety.
- 12.33 No person may conceal any aspect of the work referred to in section 12.30 of this Bylaw until a *Building Official* has accepted it in writing.
- 12.34 For work in respect of complex buildings, the owner must:
- a) give at least 48 hours' notice to the City when requesting a preconstruction meeting with the *Building Official* prior to the start of construction, and the *owner* or *agent* must ensure that the coordinating registered professional, the constructor, as well as representatives of major trades, are in attendance;
 - b) give at least 48 hours' notice to the City when requesting a pre- occupancy coordinated by the coordinating registered professional or other registered professional to have the owner, the constructor, and the registered professionals demonstrate to the *Building Official* and to Port Moody Fire Rescue officials that the compliance with the health and safety aspects of the work, the coordination and integration of the fire and life safety system, applicable City requirements, and other enactments respecting safety and the conservation, GHG emission, and accessibility aspects of the work; and
 - c) cause the coordinating registered professional, at least 48 hours prior to the pre-occupancy coordinated site review coordinated by the coordinating registered professional, to deliver to the *Building Official* the Occupancy Checklist (as prescribed by the *Building Official*) complete with all documentation in a hard covered three ring binder.

Stop Work Order

- 12.35 The *Building Official* may direct the immediate suspension or correction of all or a portion of the construction on a building or structure by attaching a Stop Work Order Notice on the premises whenever it is found that the work is not being performed in accordance with the requirements of the *Building Code*, any applicable Bylaw of the City or the applicable provisions of the *Homeowner Protection Act*.
- 12.36 The coordinating registered professional may request, in writing, that the *Building Official* order the immediate suspension or correction of all or a portion of the construction on a building or structure by attaching a stop work order notice on the premises. The *Building Official* will consider such a request and, if not acted upon, will respond, in writing, to the *coordinating registered professional* and give reasons.

- 12.37 If a registered professional's services are terminated, the owner must immediately stop any work that is subject to their design or field review and the *Building Official* is deemed to have issued a stop work order under section 12.36.
- 12.38 The owner must immediately, after the posting of a notice under section 12.36, secure the construction and the lands and premises surrounding the construction in compliance with the safety requirements of every statute, regulation, or order of the Province or of a provincial agency, and of every applicable Bylaw of the City.
- 12.39 Subject to section 12.36, no work other than the required remedial measures may be carried out on the parcel affected by the notice referred to in section 10.36 until the stop work order notice has been removed by the *Building Official*.
- 12.40 The notice referred to in section 12.36 must remain posted on the premises until that which is contrary to the enactments has been remedied.

Do Not Occupy Notice

- 12.41 If a person occupies a *building* or *structure* or part of a building or structure in contravention of this Bylaw, a *Building Official* may post a Do Not Occupy Notice on the affected part of the building or structure.
- 12.42 If a notice is posted under section 12.42, the owner of a parcel on which a Do Not Occupy Notice has been posted, and every other person, must cease occupancy of the building or structure immediately and refrain from further occupancy until all applicable provisions of the *Building Code* and this Bylaw have been substantially complied with and the Do Not Occupy Notice has been rescinded in writing by a *Building Official*.
- 12.43 Following a damage assessment of a building or structure after a significant event (fire, earthquake, flood, and vehicle impact) the *Building Official* may post a Do Not Occupy Notice.

Inspection and Other Fees

- 12.44 In addition to the fees required under other provisions of this Bylaw, the owner must pay the following non-refundable fee set out in the *Fees Bylaw*:
- a) a second and each subsequent re-inspection where it has been determined by the *Building Official* that due to non-compliance with the provisions of this Bylaw or due to non-complying work, more than one site visit is required for any required inspection;
 - b) a special inspection during the City's normal business hours to establish the condition of a building, or if an inspection requires special arrangements because of time, location, or construction techniques; and
 - c) inspection required under this Bylaw which cannot be carried out during the City's normal business hours.

Permit Expiration

- 12.45 Every permit is issued on the condition that the permit expires and the rights of the owner under the permit terminate if:
- a) the work authorized by the permit is not commenced within six (6) months from the date of issuance of the permit;
 - b) work is discontinued for a period of six (6) months; or
 - c) the work is not completed within two years of the date of issuance of the permit.

Permit Extension

- 12.46 A *Building Official* may extend the period set out under section 12.44 for only one period, not to exceed 12 months, if construction has not been commenced or has been discontinued due to adverse weather, strikes, material or labour shortages, other similar hardship beyond the owner's control, or if the size and complexity of the construction warrants, if:
- a) application for the extension is made at least 30 days prior to the date of permit expiration; and
 - b) the non-refundable fee set out in *Fees Bylaw* has been paid.

Building Permit Revocation

- 12.47 The *Building Official* may revoke a building permit if there is a violation of:
- a) a condition under which the permit was issued; or
 - b) a requirement of the *Building Code* or of this or another Bylaw of the City,
- such permit revocation must be in writing and sent to the permit holder by signature mail to, or personal service on, the permit holder.

Building Permit Cancellation

- 12.48 A building permit, or a building permit application, may be cancelled by the owner, or their agent, on delivery of written notification of the cancellation to the *Building Official*.
- 12.49 On receipt of the written cancellation notice, the *Building Official* will mark on the application, and a permit if applicable, the date of cancellation and the word "cancelled".
- 12.50 If the owner or their agent, submits changes to an application after a permit has been issued and the changes, in the opinion of the *Building Official*, substantially alter the scope of the work, design, or intent of the application in respect of which the permit was issued, the *Building Official* may cancel or amend the permit and mark on the permit the date of cancellation or amendment and the word "cancelled" or "amended".

- 12.51 If a building permit application or permit is cancelled, and construction has not commenced under the permit, the *Building Official* must return to the owner any fees deposited, less:
- a) any non-refundable portion of the fee; and
 - b) 15% of the refundable portion of the fee.

Occupancy

- 12.52 No person may occupy a building or structure or part of a building or structure until a final inspection notice has been issued by a *Building Official*.
- 12.53 A final inspection notice may be withheld unless:
- a) all letters of assurance have been submitted when required in accordance with this Bylaw;
 - b) all aspects of the work requiring inspection and acceptance pursuant to this Section of this Bylaw have both been inspected and accepted or the inspections and acceptance are not required in accordance with this Bylaw;
 - c) the owner has delivered to the City as-built plans of works and services in digital format as required by the City;
 - d) the owner has provided to the City a building survey prepared by a British Columbia Land Surveyor showing the building height, size, location, and elevation determined in accordance with the City's land use regulations;
 - e) all other documentation required under applicable enactments has been delivered to the City; and
 - f) the owner has delivered to the City as-built drawings of the building or structure in digital format as required by the City.
- 12.54 When a registered professional provides letters of assurance in accordance with this Bylaw, the City will rely solely on the letters of assurance when issuing a final report authorizing occupancy as assurance that the items identified on the letters of assurance substantially comply with the design, the *Building Code*, this Bylaw, and other applicable enactments respecting safety.
- 12.55 A *Building Official* may issue a final inspection notice for partial occupancy of a portion of a building or structure under construction when:
- a) that portion of the building or structure is self-contained and provided with essential services respecting health and safety aspects of the work, and if applicable, accessibility, GHG emissions, and conservation; and
 - b) the requirements set out in subsection 12.53 have been met with respect to it.

12.56 A final inspection notice may not be issued unless:

- a) all letters of assurance have been submitted when required in accordance with the requirements of this Bylaw;
- b) all aspects of the work requiring inspection and review pursuant to this Section of this Bylaw have both been inspected and accepted;
- c) the owner has executed and delivered to the City every agreement, instrument, or form required by the City in relation to the work or the site; and
- d) all required offsite works respecting safety have been completed.

Temporary Buildings

12.57 Subject to the Bylaws of the City and orders of Council, the *Building Official* may issue a building permit for the erection or placement of a temporary building or structure for occupancy if:

- a) the permit is for a period not exceeding one year; and
- b) the building or structure is located in compliance with the City's zoning Bylaw, built in compliance with the *Building Code* and this Bylaw, and connected, as required by enactments, to City utility services.

12.58 An application for a building permit for the erection or placement of a temporary building or structure must be made in the form of a temporary permit application under Schedule 2, signed by the owner or agent, and must include:

- a) plans and supporting documents showing the location and building height of the building or structure on the parcel;
- b) plans and supporting documents showing construction details of the building or structure;
- c) a statement by the owner indicating the intended use and duration of the use;
- d) plans and supporting documents showing the proposed parking and loading space;
- e) a written description of the project explaining why the building is temporary;
- f) a copy of an issued development permit, if required;
- g) in the case of a manufactured building, a CSA label in respect of manufacture and, without limitation, a Quonset or other steel building must be certified in accordance with CSA Standard A660;
- h) a report or drawing by an engineer, architect, or designer confirming compliance with the *Building Code*, this Bylaw, the City of Port Moody Zoning Bylaw and other applicable Bylaws;

- i) security in the form of cash or a letter of credit for 10% of the value of the temporary building, which security:
 - i) may be used by the City to remove the building after one year of the date of the final inspection required under this Bylaw; or
 - ii) must be returned to the owner if the owner removes the temporary building within one year of the date of the final inspection of the temporary building required under this Bylaw; and
- j) in the case of a temporary building, information to comply with article 1.1.1.1(2)(f), Division C of the *Building Code*.

12.59 Before receiving a building permit for a temporary building, or structure for occupancy, the owner must pay to the City the applicable building permit fee set out in *Fees Bylaw*.

12.60 A permit fee for a temporary building or structure is not refundable.

Sanitary Facilities

12.61 During the time a *building permit* has been issued and remains valid under this Bylaw, the *owner* must provide on the parcel of land in respect of which the *permit* has been issued, sanitary facilities for the disposal of human waste from individual persons who enter on the parcel in relation to the work referred to in the *permit*. The facilities must be accessible and unlocked when not occupied while work is being carried out on the parcel under this Bylaw and must be provided, at all times the facility is required under this Bylaw, with toilet paper, a locking door for privacy, and ventilation, and must be kept in sanitary condition without leaking beyond the facility and without overflowing within the facility. Such facilities must be located so as not to create a nuisance to neighbouring parcels or highways.

Site Security

12.62 The owner is responsible for securing construction site and buildings upon the receipt of an application for demolition permit from unauthorized entry until building lock up and establishment of final grades of the site.

13. Retaining Walls, Landscape Walls, and Grades

Retaining Walls and Landscape Walls

- 13.1 No person may construct, or structurally repair, a retaining wall without a building permit.
- 13.2 Except as certified by a professional engineer with expertise in geotechnical engineering registered in the province of British Columbia, fill material placed on a parcel, unless restrained by permitted retaining walls, must not have a surface slope exceeding a ratio of one linear unit vertically to two linear units horizontally.
- 13.3 *Retaining walls* and *landscape walls* are not permitted to be constructed of un-cemented rock or boulder piles.

- 13.4 *Retaining walls* and *landscape walls* are not permitted to be constructed of Creosote timbers or petroleum based additives.
- 13.5 *Landscape walls* do not require a building permit except:
 - a) multiple landscape walls with a setback ratio less than two horizontal to one vertical require a building permit.

Excavation

- 13.6 Excavations adjacent to a property line or Statutory Right of Way that may affect the stability of the surrounding soil may not commence until the *Building Official's* acceptance of an excavation plan prepared by a registered professional with expertise in geotechnical Engineering and under review of the same registered professional.

14. Plumbing

Requirements and Specifications

- 14.1 The design, installation, and maintenance of every *plumbing system* shall conform to this Bylaw and the *Building Code* [Plumbing Services].
- 14.2 A plumbing system shall not be constructed, extended, altered, or renewed or a change made to a sewer unless a permit to do so has been obtained.
- 14.3 Where a permit is required, the *plumbing system* shall not be put into use until it has been tested and accepted by the *Building Official*.

Grease Interceptors

- 14.4 Grease interceptors are to be installed and maintained in food sector establishments that discharge wastewater containing oil and grease in accordance with the Greater Vancouver Sewerage & Drainage District, Food Sector Grease Interceptor Bylaw No. 268, 2012.
- 14.5 Interceptors are to be designed and sized with a flow capacity not less than the maximum discharge from fixtures connected to it and in no case smaller than 3.2 L/S (50 U.S.G.P.M.)

Sanitary Sewer Connections

- 14.6 Building sanitary sewer connections for all properties shall be fitted with an inspection chamber or manhole near as possible to the property line conforming to the City of Port Moody's' Subdivision Control Bylaw.

Storm Drainage

- 14.7 All storm drainage systems are to be connected to the City's storm drainage system and intercepted with sumps.
- 14.8 Catch basins and sumps are to be installed in accordance with the drawing annexed to this Bylaw as Schedule 8 and connected to the City's storm drainage system.

- 14.9 Building storm sewers that are connected to the City's Storm Sewer shall be fitted with an inspection chamber or manhole as near as possible to the property line conforming to the City of Port Moody Subdivision Control Bylaw and all amendments thereto.
- 14.10 A private storm drainage system is permitted to be connected to a drywell or rockpit only when approved by the *Building Official*, and the subsoil conditions are suitable as determined by a soils report prepared by an Engineer with experience in geotechnical matters.

Fire Sprinklers

- 14.11 The design, installation, and maintenance of every fire sprinkler system shall conform to this Bylaw and the *Building Code*.
- 14.12 A fire sprinkler system shall not be installed, extended, altered, or renewed unless a permit to do so has been issued by the *Building Official*.

15. Building Move

- 15.1 No person shall move any building from one parcel of land to another parcel of land within the City without first obtaining a moving permit.
- 15.2 Prior to obtaining a moving permit, the owner of a building or part thereof to be moved to a property within the City shall:
- a) designate the existing site of the building and the proposed site to which it is to be moved.
 - b) deposit with the *City* a certified cheque or an Irrevocable Letter of Credit in the amount of Twenty thousand (\$20,000.00) dollars issued by a financial institute or guaranty company in Canada and in a form satisfactory to the *City*, to ensure that the exterior of the building or part thereof will be completed within ninety (90) days from the date of issuance of the permit. If the owner does not comply with the above, the *Building Official* shall notify the owner in writing stating how the building does not comply with this Bylaw and directing him to remedy such non-compliance within thirty (30) days from the date of the said notice. If the non-compliance is not remedied within the said period of thirty (30) days, the deposit in the sum of Twenty thousand (\$20,000.00) dollars shall be forfeited to the City;
 - c) deposit with the *Building Official*;
 - i) a security in the sum of ten thousand (\$10,000.00) dollars in a form satisfactory to the City, to indemnify the City against all damages to public and municipal property of every kind, howsoever caused or occasioned by the moving of said building;
 - ii) a policy of public liability and property damage insurance in a form satisfactory to the City, in the all-inclusive limits of Five Million (\$5,000,000.00) dollars to ensure against damages imposed by law arising out of the moving of said building;

- d) pay to the City, in advance, the fee as prescribed in the Fees and Charges Bylaw for an inspection of the building to be moved.
- e) satisfy the *Building Official* that the Chief of Police and the General Manager of Engineering and Operations have approved the time and route of moving the said building and that notice of the moving has been given to utility companies having overhead wires along the said route.

15.3 A person must not move a *building* into the City or to another parcel of land within the City for use as a dwelling house, unless:

- a) such building has an assessed value of at least \$75,000.00 as shown on the last assessment roll upon which such building was assessed; and
- b) such building has an assessed value of at least 90% of the average assessed value of all buildings within 45 meters of the site or parcel to which it is to be moved as shown on the last assessment rolls upon which such buildings were assessed; and
- c) the *Building Official* is satisfied that the building can be moved safely and without damage to other property.

15.4 A *Building Official* may waive the requirements of 15.3 of this Bylaw if a building proposed to be move has heritage value as determined by the General Manager of Planning and Development for the *City*.

16. Numbering of Buildings

16.1 Immediately upon issuance of a building permit governing the construction, alteration or repair of a building, or prior to and during the occupancy of a building, the owner or occupant must display the address number assigned to it by the City:

- a) on or over the entrance to the building or where landscaping or structures obscure the visibility of a building entrance from the adjacent highway, on the building property within sight of the adjacent highway; and
- b) until such time as the building is removed from the site or has been demolished.

16.2 The City's General Manager of Engineering and Operations may renumber or alter the assigned numbers in respect of any building on any parcel, including those already in existence or numbered.

16.3 Without limiting other sections of this Bylaw, the *Building Official* must, on the issuance of a building permit, designate a house number or set of house numbers related to the building authorized by the permit. The owner or occupier must post the number or numbers on the site immediately after obtaining the building permit and keep the numbers posted in a conspicuous location at all times during construction.

- 16.4 Prior to the issuance of an occupancy permit, the owner or occupier of the parcel must affix the numbers permanently in a conspicuous place on the building such that the number is visible from an adjacent highway.

17. Pools

Pool Permit and Fencing

- 17.1 Without limiting section 5 of this Bylaw, a person must not construct, or structurally repair, a pool without a valid building permit.
- 17.2 A pool, including a spa or hot tub must be enclosed within a fence constructed without footholds or grips that children may use to climb into the enclosed area, having a minimum height of 1.2 metres and no openings greater than 100 mm at their greatest dimension.

Pool Gate

- 17.3 Access through a fence enclosing a *pool* must be only through a self-closing and self-latching gate designed and constructed or installed so as to cause the gate to return to a closed position when not in use and secured by a latch located on the *pool* side of the gate.

Spa or Hot Tub Lid

- 17.4 In lieu of a fence, a spa or hot tub may be covered with a locking cover, which would prevent unauthorized access to the water.

Maintenance

- 17.5 A person may not use or occupy a *pool* unless the owner or occupier of property on or in which the *pool* is located maintains every fence or cover required under this section in good order. Without limiting the foregoing, the owner or occupier must keep the pool, coverings and fence repairs in good order at all times, in particular to prevent sagging gates, loose parts, torn mesh, missing materials, worn latches, locks, or broken or binding members.

Leaks or Other Failures

- 17.6 A person may not obtain a valid and subsisting building permit for a swimming pool without first delivering to the *Building Official* at the time of the building permit application an opinion of a registered professional that the design of the pool will not cause or result in leaks or other failures of the pool.

Pool Drainage Requirement

- 17.7 Pool drainage and backwash discharge lines are to be connected to the City's sanitary sewer system or other private sanitary sewer system approved in writing by the *Building Official* by means of one of the following methods:
- a) a regulation size sump pump with a backwater valve; or
 - b) indirectly connected to a 3-inch or larger soil or waste pipe other than a wet vent, by means of a 3-inch P-trap and standpipe.

18. Energy Conservation and GHG Emission Reduction

- 18.1 In relation to the conservation of energy and the reduction of greenhouse gas emissions, the City incorporates by reference the *British Columbia Energy Step Code* in accordance with subsections 18.2 through 18.7.
- 18.2 Any *building* regulated by Part 3 or Part 9 of the *Building Code* must be designed and constructed to meet the minimum performance requirements specified for the applicable year and occupancy classification in Schedule 7.
- 18.3 Development applications that were accepted for processing prior to September 1, 2019 are exempt from requirements of Part 18 of this Bylaw.
- 18.4 For a *building* or structure regulated under Part 9 of the *Building Code* that is designed in compliance with the applicable step of the *Energy Step Code* but where the constructed *building* or *structure* does not meet the performance requirements of the step, after all reasonable mitigation measures are implemented to the satisfaction of the *Building Official*, the *Building Official* may issue an *occupancy permit* if the *building* or *structure* is constructed in compliance with alternative energy efficiency performance or prescriptive requirements set out in the *Building Code* for Part 9 construction.
- 18.5 For single detached dwelling, duplex, or semi-detached residential building permits, the owner must, to the satisfaction of the *Building Official*, provide all documentation required by the City's *Energy Step Code* administrative requirements or as required by the *Building Official*, prepared by an energy advisor or a registered professional.
- 18.6 Any energy advisor providing the required documentation set out in the *Energy Step Code* must provide evidence to the *Building Official* that they are an energy advisor registered and in good standing with Natural Resources Canada.

19. On-Site Access Route for Fire Vehicles

- 19.1 Prior to the issuance of a building permit for a building regulated under Part 9 of the *Building Code*, the owner must satisfy the *Building Official* that the building or structure for which the permit is issued will be served by a fire access route that satisfies the following:
- a) the width of an access route must be not less than six (6) metres clear width;
 - b) the centerline radius of an access route must be not less than 12 metres;
 - c) the overhead clearance of an access route must be five (5) metres;
 - d) the gradient of the access route must not change more than 1 in 12.5 over a minimum distance of 15 metres;
 - e) the access route must comply with the bearing load and surface material standards of the City's Subdivision and Development Servicing Bylaw, as amended or replaced from time to time;
 - f) the length above which a dead-end portion of an access route requires turnaround facilities is 90 metres; and
 - g) the unobstructed path of travel for the firefighter from the vehicle to the building is not more than 45 metres.
- 19.2 The requirements of subsection 19.1 may be waived by the Fire Chief, Port Moody Fire Rescue, if the Fire Chief is satisfied that the access route will not impede or obstruct vehicles or equipment used by members of the Fire Rescue Department from appropriate access in carrying out their work.

20. Offence, Penalty, and Enforcement

Violations

- 20.1 Without limiting Part 4 of this Bylaw, every person who:
- a) contravenes or violates any provision of this Bylaw;
 - b) permits, suffers, or allows any act to be done in contravention or violation of any provision of this Bylaw or any order or notice issued under this Bylaw; or
 - c) fails or neglects to do anything required to be done under any provision of this Bylaw or an order or notice issued under this Bylaw:
- commits an offence, and each day during which a violation, contravention, or breach of this Bylaw continues amounts to a separate offence.

- 20.2 A person found guilty of an offence under this Bylaw is liable to pay of fine of up to \$10,000, the costs to the City of prosecution, and to such other penalties and compensation as may be imposed by a court under the *Community Charter* and *Offence Act*. Every person who commences work requiring a *building permit* without first obtaining such a *permit* must, if a Stop Work notice is issued, pay double the amount of the *permit* fees established in the *City of Port Moody Fees Bylaw*.

Deemed Offence

- 20.3 An owner is deemed to have knowledge of and be liable under this Bylaw in respect of any construction on the parcel the owner owns and any change in the use, occupancy, or both of a building or structure or part of a building or structure on that parcel.
- 20.4 No person is deemed liable under section 20.4 who establishes, on a balance of probabilities, that the construction or change of use or occupancy occurred before he or she became the owner of the parcel.
- 20.5 Nothing in section 20.5 affects
- a) the City's right to require and the owner's obligation to obtain a permit; and
 - b) the obligation of the owner to comply with this Bylaw.

Enforcement

- 20.6 This Bylaw may be enforced by a *Building Official*, or by a fire inspector or Bylaw enforcement officer of the *City* appointed to enforce this Bylaw.
- 20.7 This Bylaw may be enforced:
- a) by prosecution under the *Offence Act*;
 - b) by issuance of a ticket under the *City of Port Moody Municipal Ticket Information Authorization Bylaw*; and
 - c) by civil action as authorized by law.

21. Attachments and Schedules

- 21.1 The following schedules are attached to and form part of this Bylaw:

- Schedule 1 – Owner Authorization;
- Schedule 2 – Owners Undertaking;
- Schedule 3 – Climatic Data;
- Schedule 4 – Confirmation of Professional Liability Insurance;
- Schedule 5 – Stop Work Order;
- Schedule 6 – Do Not Occupy;
- Schedule 7 – Energy Step Code Requirements; and
- Schedule 8 – Sump Detail.

22. Severability

22.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain valid and in effect.

Read a first time this 10th day of September, 2019.

Read a second time this 10th day of September, 2019.

Read a third time this 10th day of September, 2019.

Adopted this ____ day of _____, 2019.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3200 of the City of Port Moody.

Dorothy Shermer
Corporate Officer

Schedule A

City of Port Moody
BYLAW 2018, No. 3200

Schedule 1 – Owner Authorization

To whom it may concern:

Property Address: _____

Legal Description: _____

I am the owner, as defined in the current “Building Bylaw”, of the above-referenced property and hereby authorize:

Representative/Contact: _____
 (PRINT)

Tel. No.: _____ Cell No.: _____ E-mail: _____

Please check where applicable.

To represent me in an application for:

- Building Permit Application
 (If Registered Professional is involved, use Appendix E, Owner’s Undertaking)
- Demolition Permit Application

To obtain copies of:

- Building Permit Plans (Archive Copies) Owner’s Information:

Name: _____
 (PRINT)

Address: _____

Tel. No.: _____ Cell No.: _____ E-mail: _____

Date: _____ Signature: _____

City of Port Moody Building Bylaw 2019, No. 3200

Schedule 2 – Owner’s Undertaking

Property Address: _____

Legal Description: _____

Building Permit #: _____

1. This undertaking is given by the undersigned, as the owner of the property described above, with the intention that it be binding on the owner and that the City will rely on same.
2. I confirm that I have applied for a building permit pursuant to “City of Port Moody Building Bylaw, 2019, No. 3200” (the “Bylaw”) and that I have carefully reviewed and fully understand all of the provisions of the Bylaw and in particular, understand, acknowledge, and accept the provisions describing the purpose of the Bylaw, the conditions under which permits are issued, the disclaimer of warranty or representation and the limited extent of the scope of the Bylaw and inspections thereunder.
3. Without in any way limiting the foregoing, I acknowledge fully that it is my responsibility to ensure compliance with the *Building Code* and the Bylaw whether any work to be performed pursuant to the permit applied for is done by me, a contractor, or a registered professional.
4. I am not in any way relying on the City or its *Building Officials*, as defined under the Bylaw, to protect the owner or any other persons as set out in Part 3 of the Bylaw and I will not make any claim alleging any such responsibility or liability on the part of the City or its *Building Officials*.
5. I hereby agree to indemnify and save harmless the City and its employees from all claims, liability, judgments, costs, and expenses of every kind which may result from negligence or from the failure to comply fully with all Bylaws, statutes, and regulations relating to any work or undertaking in respect of which this application is made.
6. I am authorized to give these representations, warranties, assurance, and indemnities to the City.

Owner’s Information:

Name: _____ Email: _____

Address: _____

Tel. No.: _____ Cell No.: _____ Fax No.: _____

This undertaking is executed by the owner this ____ day of _____, ____.

1. Where owner is an individual:

Signed, sealed and delivered in the presence of:

Owner's Name (PRINT)

Witness Name (PRINT)

Owner's Signature

Witness Signature

2. Where owner is a corporation:

Signed, sealed and delivered in the presence of:

Name of Corporation

Per:

Witness Name (PRINT)

Authorized Signatory Name (PRINT)

Witness Signature

Authorized Signatory Signature

Witness Address

3. Where owner is a partnership:

Signed, sealed and delivered in the presence of:

Name of Partnership

Per:

Witness Name (PRINT)

Authorized Signatory Name (PRINT)

Witness Signature

Authorized Signatory Signature

Witness Address

City of Port Moody
BUILDING BYLAW, 2019, No. 3200

Schedule 3 – Climatic Data

January 1% Design Dry Bulb Temperature:	-9° C
January 2.5% Design Temperature:	-7° C
July 2.5% Design Drybulb Temperature	27° C
July 2.5% Design Wetbulb Temperature	17° C
In areas with a geodetic elevation below 150m	
Annual Total Degree-days below (18° C)	2980
In areas with a geodetic elevation between 150m and 300m	
Annual Total Degree-days below (18° C)	3100
In areas with a geodetic elevation between 300m and 400m	
Annual Total Degree-days below (18° C)	3190
Maximum 15 minute Rainfall:	10 mm
Maximum One-Day Rainfall (50 years)	150 mm
Annual Rainfall:	1850 mm
Annual Total Precipitation:	1875 mm
Moisture Index:	1.9
In areas with a geodetic elevation below 150m	
Ground Snow Load - snow component S(s)(30yrs)	2.80 kPa
Ground Snow Load - rain component S(r)(30yrs)	0.30 kPa
Ground Snow Load - snow component S(s)(50yrs)	3.00 kPa
Ground Snow Load - rain component S(r)(50yrs)	0.30 kPa

In areas with a geodetic elevation between 150m and 300m

Ground Snow Load - snow component S(s)(30yrs)	3.80 kPa
Ground Snow Load - rain component S(r)(30yrs)	0.40 kPa
Ground Snow Load - snow component S(s)(50yrs)	4.20 kPa
Ground Snow Load - rain component S(r)(50yrs)	0.30 kPa

In areas with a geodetic elevation between 300m and 400m

Ground Snow Load - snow component S(s)(30yrs)	4.50 kPa
Ground Snow Load - rain component S(r)(30yrs)	0.40 kPa
Ground Snow Load - snow component S(s)(50yrs)	4.90 kPa
Ground Snow Load - rain component S(r)(50yrs)	0.40 kPa
Hourly Wind Pressure 1/10	0.36 kPa
Hourly Wind Pressure 1/30	0.44 kPa
Hourly Wind Pressure 1/50	0.48 kPa
Hourly Wind Pressure 1/100	0.54 kPa

Seismic Data:

Acceleration related seismic zone (Za)	4
Velocity related seismic (Zv)	4
Zonal Velocity Ratio	0.2

Frost Protection

Minimum Depth (geodetic elevation under 300mm)	460 mm
Minimum Depth (geodetic elevation over 300mm)	610 mm

City of Port Moody
BYLAW 2018, No. 3200

Schedule 4 – Confirmation of Professional Liability Insurance

1. *This Confirmation letter must be submitted along with each BC Building Code Schedule A and Schedule B before issuance of a building permit. A separate Confirmation Letter must be submitted for each registered professional.*
2. *This Confirmation Letter must be submitted with each BC Building Code Schedule C after completion of the building but before a final inspection is made by the Building Official. A separate Confirmation Letter must be submitted for each registered professional.*
3. *Only an original Confirmation Letter, printed by the City or an unaltered photocopy of this document is to be completed and submitted.*

Attention: Manager, Inspections

Property Address: _____

Legal Description: _____

The undersigned hereby gives assurance that:

- a) I have fulfilled my obligation for insurance coverage as outlined in the City Building Bylaw, 2019, No. 3200;
- b) I am insured by a policy of insurance covering liability to third parties for errors and omissions in respect to the above project, in the amount of at least One Million Dollars (\$1,000,000.00);
- c) I have enclosed a copy of my certificate of insurance coverage indicating the particulars of such coverage;
- d) I am a registered professional; and
- e) I will notify the Building Official in writing immediately if the undersigned's insurance coverage is reduced or terminated at any time during construction.

 Name (PRINT)

 Signature

 Address (PRINT)

 Phone

 Date

(Affix professional seal here)

(If the registered professional is a member of a firm, complete the following)

I am a member of this firm:

Name of Firm (PRINT)

Address (PRINT)

I sign this letter on behalf of myself and the firm.

Note: This Confirmation letter must be signed by a registered professional. The BC Building Code defines a registered professional as a person who is registered or licensed to practice (a) as an architect under the Architects Act, or (b) as a professional engineer under the Engineers and Geoscientists Act.

City of Port Moody Building Bylaw, 2019, No. 3200**Schedule 5 – Stop Work Order****CITY OF PORT MOODY****STOP WORK ORDER**

YOU ARE HEREBY NOTIFIED that the City considers construction activity on this property in breach of its Building Bylaw, 2019, No. 3200.

FURTHER CONSTRUCTION SHALL NOT CONTINUE until satisfactory corrections have been made.

EVERY PERSON WHO FAILS TO COMPLY WITH THIS ORDER MAY, UPON CONVICTION FOR AN OFFENCE AGAINST SAID BYLAW, BE LIABLE TO A PENALTY AS STIPULATED IN THE BYLAW.

ADDRESS of PROPERTY

DATE

INSPECTOR

NO PERSON MAY REMOVE, REVERSE, ALTER, COVER, OR IN ANY WAY TAMPER WITH THIS NOTICE WITHOUT AUTHORIZATION OF THE CITY.

City of Port Moody Building Bylaw, 2019, No. 3200**Schedule 6 – Do Not Occupy****NO
OCCUPANCY**

YOU ARE HEREBY NOTIFIED that the City considers occupancy of this property to be a breach of its Building Bylaw, 2019 No. 3200.

OCCUPANCY OF THIS PROPERTY IS PROHIBITED until further notice. EVERY PERSON WHO FAILS TO COMPLY WITH THIS ORDER MAY, UPON CONVICTION FOR AN OFFENCE AGAINST SAID BYLAW, BE LIABLE TO A PENALTY AS STIPULATED IN THE BYLAW.

ADDRESS of PROPERTY

DATE

Building Official

NO PERSON MAY REMOVE, REVERSE, ALTER, COVER, OR IN ANY WAY TAMPER WITH THIS NOTICE WITHOUT AUTHORIZATION OF THE CITY.

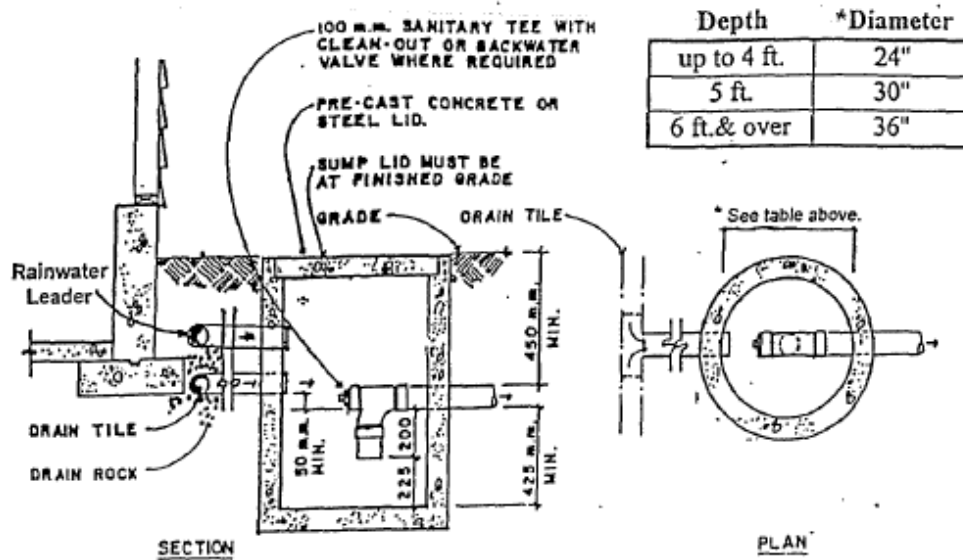
City of Port Moody Building Bylaw, 2019, No. 3200

Schedule 7 – Energy Step Code Requirements

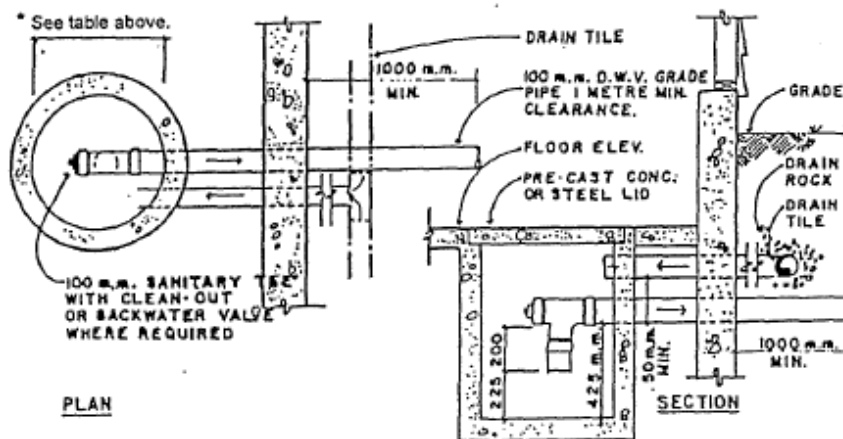
Building Type	Timetable of Adoption			
	2020	2021	2025	2030
Buildings Subject to Part 9 of the <i>Building Code</i>				
Single family dwelling, duplex, semi-detached residential building, and dwelling units.	Step 1	Step 3	Step 4	Step 5
Row housing building and multiple-unit residential buildings	Step 1	Step 3	Step 4	Step 5
Buildings Subject to Part 3 of the <i>Building Code</i>				
Group C Multi residential building	Step 2 Or Step 1 with LCES	Step 3 Or Step 2 with LCES	Step 3 Or Step 2 with LCES	Step 4 Or Step 3 with LCES
Group D Business and personal services occupancy	Step 1	Step 2	Step 3	Step 3
Group E mercantile occupancy	Step 1	Step 2	Step 3	Step 3
Group C Hotel	Step 1	Step 2	Step 3	Step 3

City of Port Moody Building Bylaw, 2019, No. 3200

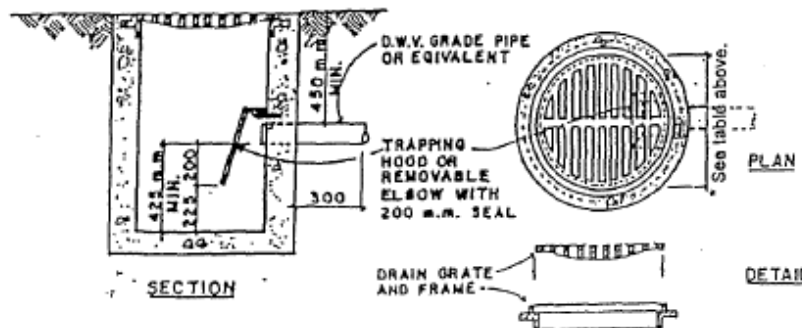
Schedule 8 – Sump Detail



EXTERIOR TRAPPED SUMP



INTERIOR TRAPPED SUMP



AREA CATCH BASIN

- Notes: 1. Ladder rungs are required in all Sumps or Catch Basins 6 ft. or greater in depth.
2. A Sump or Catch Basin including the cover shall be designed to support all loads imposed on it

Memorandum

Date: September 30, 2019
 Submitted by: Corporate Services Department – Legislative Services Division
 Subject: Road Closure Bylaw, No. 3208 – 3227-3239 St. Johns Street – Adoption

At the September 10, 2019 Regular Council Meeting, Council considered a report dated August 12, 2019 from the Planning and Development Department – Development Planning Division regarding Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street and passed the following resolutions:

RC19/386

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street be read a first time as recommended in the report dated August 12, 2019 from the Planning and Development Department – Development Planning Division regarding Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street.

RC19/387

THAT Bylaw No. 3208 be read a second time.

RC19/388

THAT Bylaw No. 3208 be read a third time.

City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street—A Bylaw to close a portion of St. Johns Street—is now being presented to Council for adoption.

The recommended resolution is:

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street be now adopted as recommended in the memo dated September 30, 2019 from the Corporate Services Department – Legislative Services Division regarding Road Closure Bylaw, No. 3208 – 3227-3239 St. Johns Street – Adoption.

Report Approval Details

Document Title:	Road Closure Bylaw, No. 3208 - 3227-3239 St. Johns Street - Adoption.docx
Attachments:	- Report considered at 2019 09 10 RC meeting - Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street.pdf - Bylaw No. 3208.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer

Angie Parnell

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Considered at September 10, 2019 Regular Council Meeting

Council Agenda Information

☒ Regular Council September 10, 2019

Item 9.5



City of Port Moody Report/Recommendation to Council

Date: August 12, 2019 File No. 13-6700-20-182

Submitted by: Planning and Development Department – Development Planning Division

Subject: Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street

Purpose / Introduction

To present for Council's consideration a Bylaw to close and remove the road dedication from a portion of St. Johns Street to facilitate the sale of the land to Porte Development Corporation.

Recommended Resolutions

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street be read a first time as recommended in the report dated August 12, 2019 from the Planning and Development Department – Development Planning Division regarding Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street.

THAT Bylaw No. 3208 be read a second time.

THAT Bylaw No. 3208 be read a third time;

AND THAT notice of Council's intention to remove the road dedication from an unopened portion of the St. Johns Street road allowance and to dispose of the closed road allowance be provided in accordance with sections 26(3) and 40 of the *Community Charter*.

Background

Porte Development Corporation has applied to redevelop the two properties located at 3227 and 3239 St. Johns Street for a six-storey, mixed commercial/residential building. The proposed building contains 117 residential units and approximately 924m² (10,379ft²) of commercial floor area over underground parking. The development site is shown in Figure 1.

Bylaw No. 3201, to rezone the properties, received first and second readings on June 25, 2019. A Public Hearing was held on July 23, 2019 and Bylaw No. 3201 received third reading on the same date.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5

Report/Recommendation to Council

Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street

August 12, 2019

Figure 1 – Development Site



Discussion

As shown on Figure 1, the current St. Johns Street property line is irregular. As shown on Figure 2, the developer is required to dedicate a portion of the site, 86.85m² (934.82ft²) in area as this strip of land will form part of the public streetscape. Consequently, the developer has requested that the City sell the small triangular piece of land approximately 17.5m² (188ft²) in area as shown to square off the front property line following dedication and enable a small portion of the building to encroach into this area. Figure 3 illustrates the encroachment at grade and Figure 4 shows the typical floor area/balcony encroachment at each of the upper residential levels.

Figure 2 – Land Dedication and Purchase Area



Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5

Report/Recommendation to Council

Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street

August 12, 2019

Figure 3 – At-Grade Encroachment

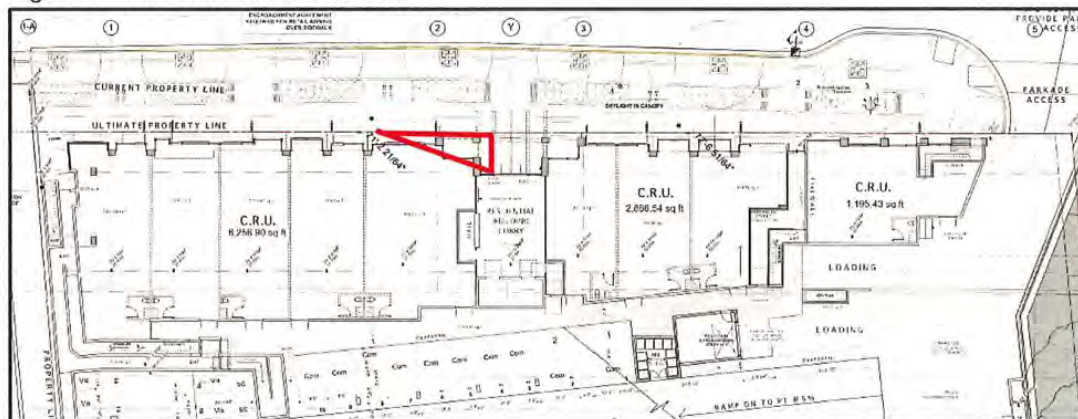
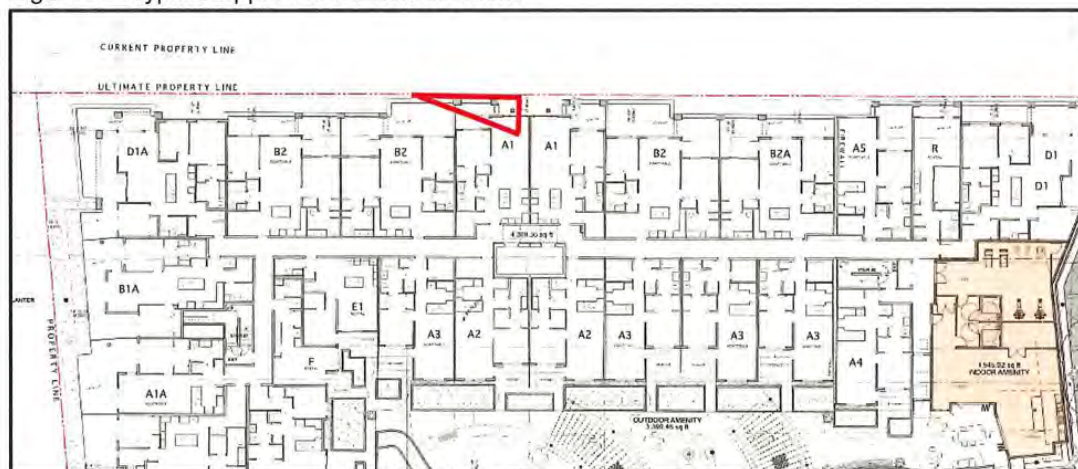


Figure 4 – Typical Upper Floor Encroachment



Council directed staff to proceed with the proposed sale of the small triangular section to the Porte Development Corporation. The City and the developer have agreed on the terms of a Contract of Purchase and Sale Agreement. In order to remove the highway dedication and enable the closure of this small portion of land to implement the sale, a Road Closure Bylaw is required in accordance with section 40 of the *Community Charter*. Draft Road Closure Bylaw No. 3208 is included as **Attachment 1** for Council's consideration.

Other Options

THAT City of Port Moody Road Closure Bylaw, 2019, No. 3208 not be given any readings.

Financial Implications

The City will incur some legal costs associated with the documentation of the land sale as proposed.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5

Report/Recommendation to Council

Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street

August 12, 2019

Communications / Civic Engagement

Under section 26(3) of the *Community Charter*, a Notice of Disposition of Land is required to indicate Council's intention to sell the subject road allowance to Porte Development Corporation. Public input is not required.

In accordance with section 40(3) of the *Community Charter*, before adopting a Road Closure Bylaw, Council must give notice of its intention to remove the highway dedication and close the subject land, and provide an opportunity for public input; that notice is to be provided in accordance with section 94 of the *Community Charter*.

Should Bylaw No. 3208 receive three readings, advertisements will be placed in two issues of the local newspaper inviting public input.

It should be noted that as Bylaw No. 3201 is the subject of a closed public hearing, no further public input on the rezoning may be received.

Council Strategic Plan Objectives

The recommendations in this report align with the Council Strategic Priority of Community Evolution, specifically to plan and develop for future generations a vibrant, connected, and livable city, with distinctive places and spaces, where growth is managed in strategic balance with quality of life.

Attachment:

1. Draft City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5

Report/Recommendation to Council

Road Closure Bylaw, No. 3208 – 3227 and 3239 St. Johns Street

August 12, 2019

Prepared by:	Reviewed by:
 <hr/> <p>Doug Allan, MCIP, RPP Auxiliary Manager of Development Planning</p>	 <hr/> <p>Jennifer Velthuisen Manager of Corporate Purchasing and Risk Management</p>  <hr/> <p>André Boel, MCIP, RPP General Manager of Planning and Development Department</p>
Reviewed for Form and Content / Approved for Submission to Council:	
<p><i>City Manager's Comments</i></p>  <hr/> <p>Tim Savoie, MCIP, RPP City Manager</p>	

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5
Attachment 1

City of Port Moody

Bylaw No. 3208

A Bylaw to close a portion of St. Johns Street.

WHEREAS pursuant to s. 40 of the *Community Charter*, Council may adopt a bylaw to close a portion of a highway to traffic and remove its dedication as highway;

AND WHEREAS notice of adoption of this Bylaw has been published in a newspaper for two consecutive weeks prior to adoption and Council has provided an opportunity for persons who consider they are affected to make presentations to Council;

NOW THEREFORE, the Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as "City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street".

2. Legal Description

- 2.1 That the 17.5m² area shown in heavy black outline and identified as Parcel 1 on Reference Plan EPP89829 dedicated as road on Plan 10551, District Lot 233, Group 1, New Westminster District, a copy of which is attached hereto as Schedule A and forms a part of this Bylaw, is hereby stopped up and closed to traffic of all kinds and the dedication as road is removed.

3. Authorization

- 3.1 The Mayor and Corporate Officer are hereby authorized to execute all documentation necessary to give effect to the provisions of this Bylaw, including the plan attached hereto.

4. Severability

- 4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5

Attachment 1

Read a first time this ___ day of ____, 2019.

Read a second time this ___ day of ____, 2019.

Read a third time this ___ day of ____, 2019.

Adopted this ___ day of ____, 2019.

Acting Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3208 of the City of Port Moody.

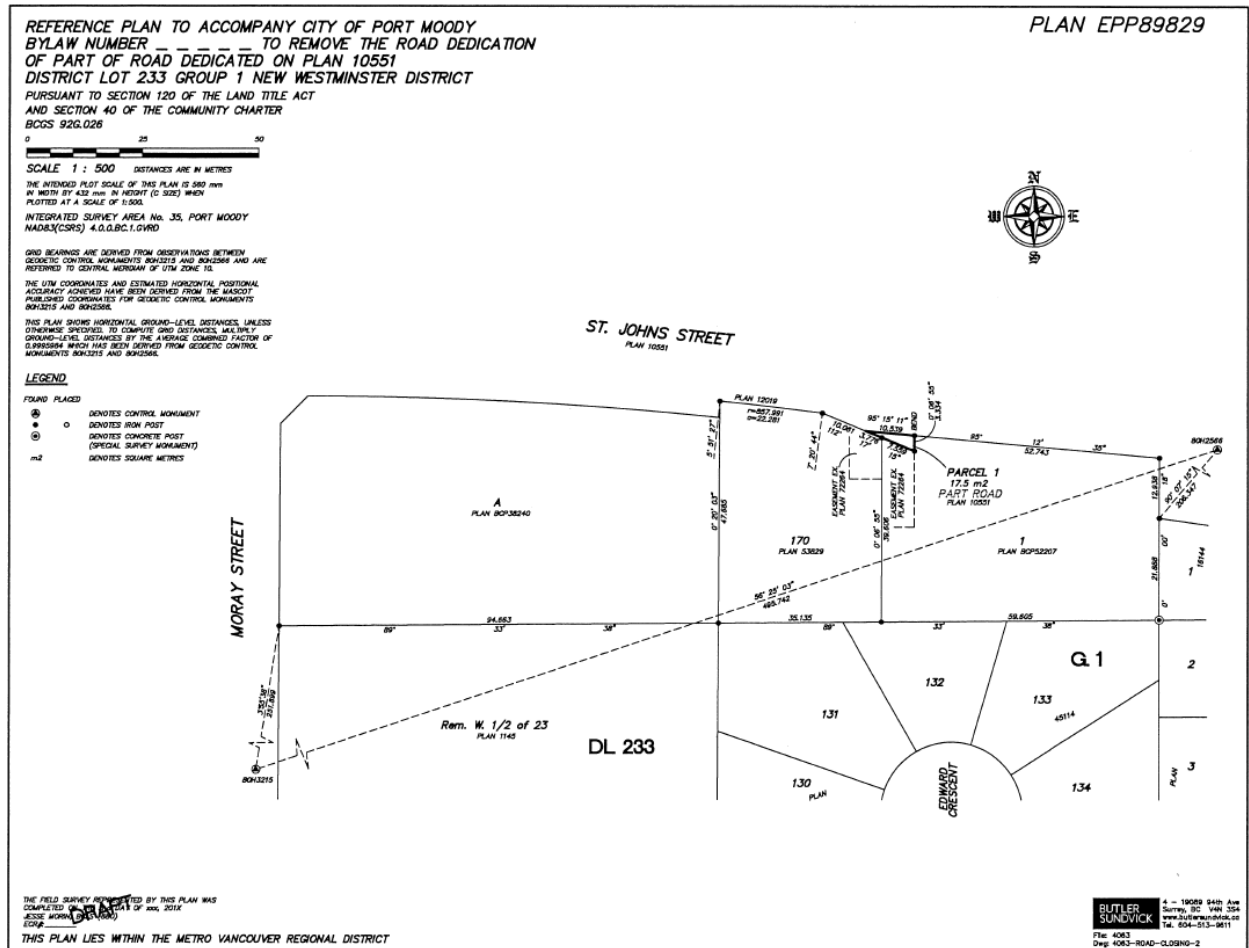
D. Shermer
Corporate Officer

Considered at September 10, 2019 Regular Council Meeting

RC - Agenda - 2019 09 10

Item 9.5
Attachment 1

Schedule A





City of Port Moody

Bylaw No. 3208

A Bylaw to close a portion of St. Johns Street.

WHEREAS pursuant to s. 40 of the *Community Charter*, Council may adopt a bylaw to close a portion of a highway to traffic and remove its dedication as highway;

AND WHEREAS notice of adoption of this Bylaw has been published in a newspaper for two consecutive weeks prior to adoption and Council has provided an opportunity for persons who consider they are affected to make presentations to Council;

NOW THEREFORE, the Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as "City of Port Moody Road Closure Bylaw, 2019, No. 3208 – 3227-3239 St. Johns Street".

2. Legal Description

- 2.1 That the 17.5m² area shown in heavy black outline and identified as Parcel 1 on Reference Plan EPP89829 dedicated as road on Plan 10551, District Lot 233, Group 1, New Westminster District, a copy of which is attached hereto as Schedule A and forms a part of this Bylaw, is hereby stopped up and closed to traffic of all kinds and the dedication as road is removed.

3. Authorization

- 3.1 The Mayor and Corporate Officer are hereby authorized to execute all documentation necessary to give effect to the provisions of this Bylaw, including the plan attached hereto.

4. Severability

- 4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this 10th day of September, 2019.

Read a second time this 10th day of September, 2019.

Read a third time this 10th day of September, 2019.

Adopted this ____ day of _____, 2019.

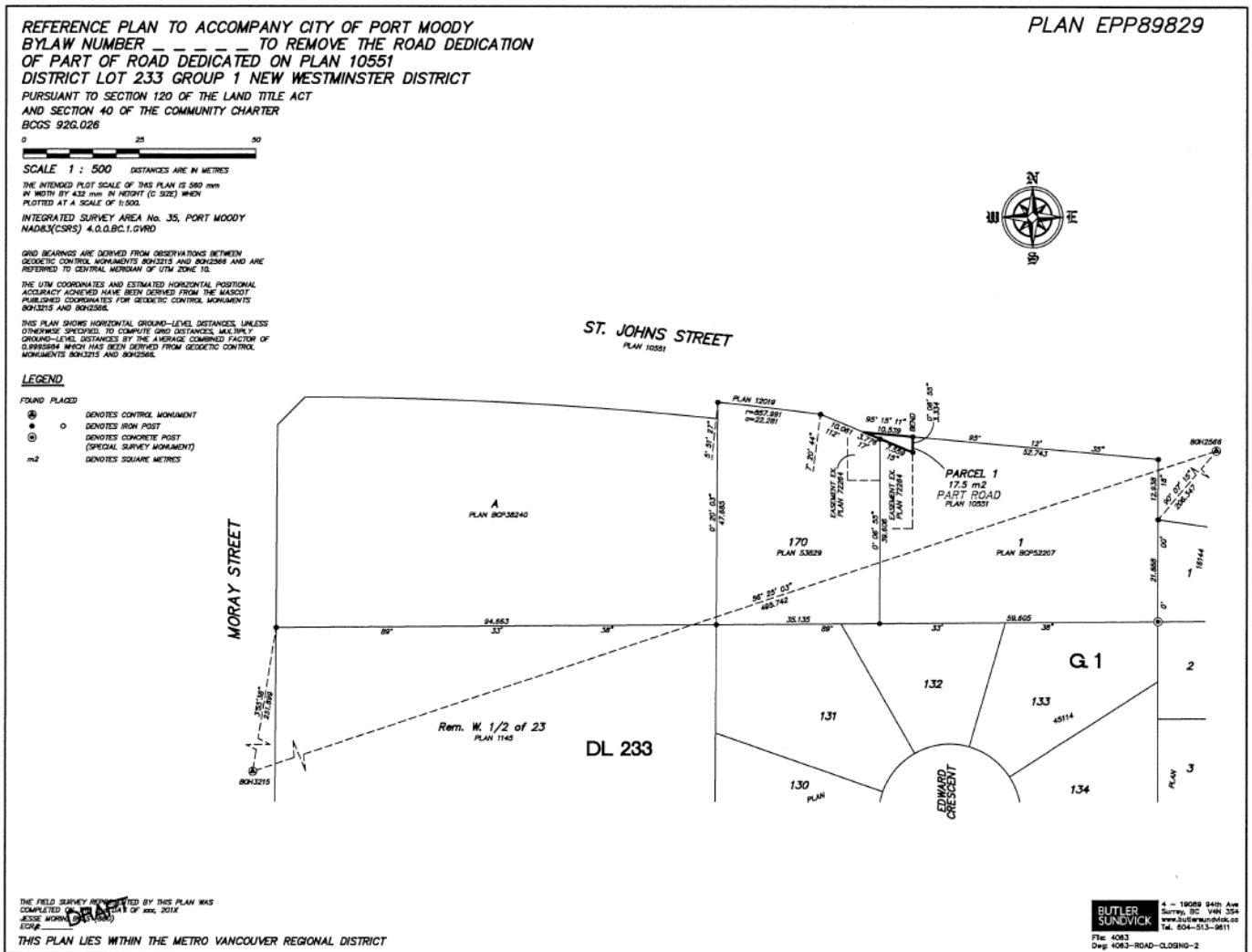
R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3208 of the City of Port Moody.

D. Shermer
Corporate Officer

Schedule A



Memorandum

Date: September 23, 2019
 Submitted by: Executive Assistant to Mayor and Council
 Subject: **Affordable Housing Task Force Appointments**

On November 28, 2017, Council considered a report dated November 16, 2017 from Councillor Diana Dilworth regarding Transit-Oriented Affordable Housing Study. Council passed a resolution to create a Council-led Affordable Housing Task Force composed of three Council members with the direction to recommend policies for an update of the City's Affordable Housing Strategy, including the provisions of affordable housing in Transit-Oriented Development areas. The appointed task force included previous Mayor Mike Clay, Councillor Diana Dilworth, and Councillor Hunter Madsen. After the election in 2018, no appointments were made to the task force, and the task force has not met since before the election.

On July 9, 2019, Council considered a report dated June 26, 2019 from Councillor Amy Lubik regarding Minimum Standards of Rental Maintenance Bylaw and Anti-Renovation Bylaw. The item was referred to the Affordable Housing Task Force for action.

Three Council members are to be appointed to the task force at this time. The recommended resolution is:

THAT _____, _____, and _____ be appointed to the Affordable Housing Task Force to recommend policies for an update of the City's Affordable Housing Strategy, including the provision of affordable housing in Transit-Oriented Development areas.

Attachment:

1. Report dated November 16, 2017 from Councillor Diana Dilworth regarding Transit-Oriented Affordable Housing Study.

Report Approval Details

Document Title:	Affordable Housing Task Force Appointments.docx
Attachments:	- Transit-Oriented Affordable Housing Study.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Tracey Takahashi

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Considered at November 28, 2017 Regular Council Meeting

Council Agenda Information

☒ Regular Council November 28, 2017

Item 9.7



City of Port Moody Report/Recommendation to Council

Date: November 16, 2017

File No. 01-0530-01/2017

Submitted by: Councillor Diana Dilworth

Subject: Transit-Oriented Affordable Housing Study

Purpose / Introduction

To provide a summary of the Metro Vancouver Transit-Oriented Affordable Housing Study (Activities 1 and 4) recently presented to the Metro Vancouver Regional Planning Committee; and to provide recommendations for advancing the development of housing policy for the City of Port Moody.

Recommended Resolutions

THAT a Council-led Affordable Housing Task Force composed of three members of Council be established to recommend policies for an update of the City's Affordable Housing Strategy, including the provision of affordable housing in Transit-Oriented Development (TOD) areas as recommended in the report dated November 16, 2017 from Councillor Diana Dilworth regarding Transit-Oriented Affordable Housing Study;

AND THAT the Affordable Housing Task Force report back with recommended housing policies to be included in an updated Affordable Housing Plan, with a particular focus on Transit-Oriented Development, by February 2018.

Background

The City last reviewed and updated its *Affordable Housing Strategy* in April 2009. While the broad goals identified in the Strategy are still relevant today, there is a definite need to update existing policy and adopt new policies to address trends, challenges, and opportunities now being seen in the current housing situation, including the establishment of Transit-Oriented Development (TOD) areas in Port Moody.

In 2016, the Metro Vancouver Regional District developed their *Regional Affordable Housing Strategy* and, in November 2017, presented partial findings of their *Transit-Oriented Affordable Housing Study* to the region's Regional Planning Committee, of which I am a member. Both these documents should be referenced in updating the City's Affordable Housing Strategy and development of new policy.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7

Report/Recommendation to Council

Transit-Oriented Affordable Housing Study

November 16, 2017

City staff do not have adequate capacity to deal with the development of housing policy as a priority, and have targeted Q2 2018 to complete requested housing policies related to Rental Replacement, Tenant Relocation, Inclusionary Zoning, and on a potential Cash-in-Lieu of Parking Program.

A Council-led task force could undertake a review of existing policy recommendations from Metro Vancouver's reports and other progressive policies already implemented in other municipalities (ie: New Westminster's Family Friendly Housing Policy) and fast-track recommendations back to Council. Given anticipated development applications coming forward, having strong and progressive housing policy in place assists both staff and Council in their decision-making processes.

Discussion

In 2016, Metro Vancouver, the BC Non-Profit Housing Association, TransLink, BC Housing, and Vancity Credit Union began a study into the value of affordable housing near transit, and the tools to help make affordable rental housing projects financially viable in transit-oriented locations across Metro Vancouver and beyond.

On November 3, 2017, the Metro Vancouver Planning Committee received two presentations, which I believe are particularly relevant to the discussions Council is having regarding transit-oriented development, and the need for affordable housing.

The purpose of Metro Vancouver's study is to incrementally advance information about the context and tools that could assist in making affordable rental housing projects financially viable in transit-oriented locations, and is centered on five specific activities which included determining housing gaps; researching innovative practices; quantifying relationships between income, tenure, and transit use; and identifying financial viability gap analysis of purpose-built rental housing and sharing the resultant knowledge with stakeholders. The study is, for the most part, complete; it is anticipated that a formal presentation to Council will take place in the near future.

In the first presentation, the BC Non-Profit Housing Association (BCNPHA), as a research partner with Metro Vancouver, presented its findings that included a regional rental housing supply gap. It concluded that the supply gap for affordable housing will increase between 2017-2026 if the status quo is allowed to continue.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

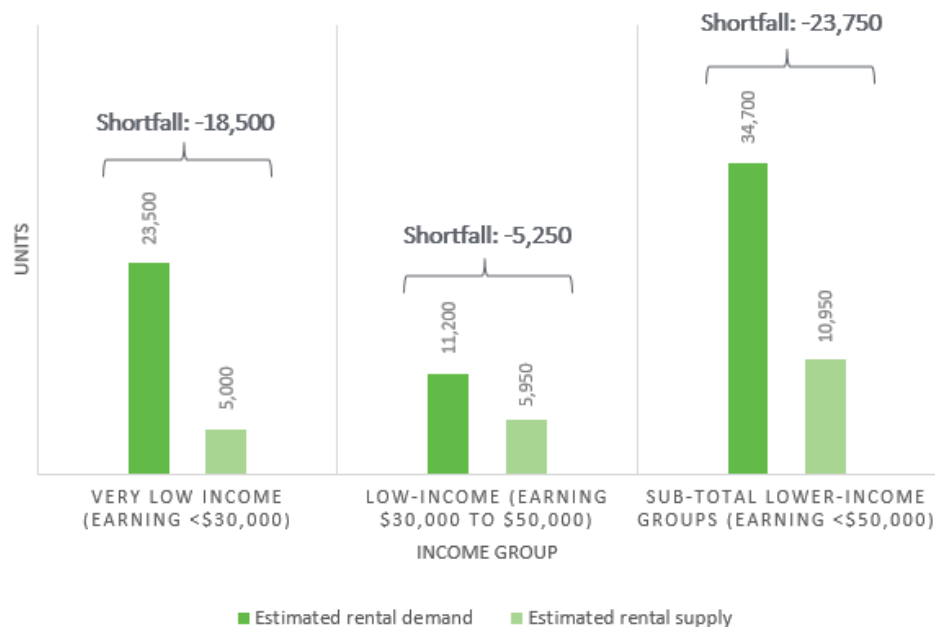
Item 9.7

Report/Recommendation to Council

Transit-Oriented Affordable Housing Study

November 16, 2017

Estimated rental demand and supply by low-income groups,
Metro Vancouver, 2017-2026



The BCNPHA study conducted a review of recent investments in affordable housing and policies for affordable housing in transit areas, as well as affordable housing initiatives. Their study provides a regional context for potential partnerships to create deeper levels of affordability and opportunities to integrate housing and transit policies.

It is recognized that now is the time to act; this is emphasized by the fact that all levels of government are at the table and have committed funding towards these initiatives. Over the next ten years, there is \$1 billion of funding for affordable housing allocated within Metro Vancouver. There is much work to be done, but the fundamental belief lies in the understanding that we must pursue development and investment decisions that help households of all incomes to have the opportunity to share in the benefits of walkable, livable, and transit-rich communities.

In conclusion, the report recommends a coordinated strategy that involves leadership and a shared vision around the creation of progressive policies using a collaborative approach involving municipalities, TransLink, Provincial and Federal agencies, community-based organizations, developers, and the business community. These policies would include tools that would promote mixed-income rental housing near transit, with an emphasis on the need to have various policy interventions from various partnering agencies to create affordability.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7

Report/Recommendation to Council

Transit-Oriented Affordable Housing Study

November 16, 2017

The second presentation, made by Metro Vancouver staff, provided an overview, key findings, and suggested next steps on providing affordable housing in Transit-Oriented Development areas. This report provided a description of affordable housing as 'housing costs that do not exceed 30% of pre-tax household income' and for the purposes of the report received, the focus was on households with an annual income less than \$50,000, which equates to monthly rent of approximately \$1,300.

The report shared five key findings:

1. Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region;
2. Renter households, especially those earning less than \$50,000, are more likely to use transit; Transit-Oriented Affordable Housing provides improved access and mobility, and a higher return on investment in public transportation;
3. New affordable rental housing is undersupplied because rents generated do not cover the costs of development; the challenges are amplified in transit-oriented locations;
4. There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable housing financially viable; and
5. Initiatives in other jurisdictions may be worth exploring to generate new affordable rental housing near frequent transit; existing actions could potentially be scaled up; and partnerships are key.

In short, the report outlines that there is a need to provide affordable housing in Transit-Oriented Development areas and that this cannot be achieved with medium-density development; affordable housing in Transit-Oriented Development areas can only be achieved through high-density development that is brought about through policies and partnerships.

I believe that the City of Port Moody has a tremendous opportunity to realize a lasting and significant increase in affordable housing, through the creation of much needed policies and direction. There are two Transit-Oriented Development areas envisioned for Port Moody – Coronation Park and Moody Centre. While the OCP amendments play a significant first step in this vision by assigning the appropriate density, it is the policies and zoning that will play a crucial role in the provision of affordable housing in these areas. It is essential that these policies be created immediately. I believe that, similar to the approach used to develop our sustainability plan, a Council-led task force is the best vehicle to achieve this result.

The Affordable Housing Task Force would have a mandate to research and recommend policies related to the provision of affordable housing in Port Moody, particularly in Transit-Oriented Development areas, and would be composed of three members of Council. The task force would report back to council by February 2018 with recommendations for policies, etc.

Other Options

THAT an Affordable Housing Task Force not be established.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7

Report/Recommendation to Council

Transit-Oriented Affordable Housing Study

November 16, 2017

Financial Implications

There are no financial implications associated with the recommendations in this report.

Communications / Civic Engagement

The work of this task force may include consultation with external stakeholders such as residents, business leaders, developers, and planners.

Council Strategic Plan Objectives

This initiative meets the objective of creating enhanced affordable housing policies under the strategic priority of Community Planning.

Attachments:

1. City of Port Moody, Affordable Housing Strategy (2000) (Excerpt).
2. Metro Vancouver, Transit-Oriented Affordable Housing Strategy (2017), Key Findings.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7

Report/Recommendation to Council

Transit-Oriented Affordable Housing Study

November 16, 2017

Prepared by:



Diana Dilworth
Councillor

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7
Attachment 1

City of Port Moody

Affordable Housing Strategy for Port Moody (2209)

(Excerpt)

Executive Summary

This Affordable Housing Strategy for Port Moody recognizes that a vibrant, healthy city consists of a diverse population made up of a variety of household types with a range of incomes, and that such a city includes adequate and affordable accommodation for all residents. This commitment is expressed in Port Moody's Official Community Plan, along with the appreciation that Metro Vancouver's expensive housing markets can make affordability a serious problem.

Port Moody undertook an Affordable Housing Study in 1993 and an Update of the study in 1999, with the result that the City initiated a number of measures promoting affordable housing including a secondary suites policy, an Affordable Housing Reserve Fund, and providing land and opportunity for the Inlet Centre residences. This Affordable Housing Strategy builds upon that work. It was developed by examining housing and income data from the City and the region, exploring the roles and activities of all levels of government in providing affordable housing, and consulting with Port Moody stakeholders, key informants and interested community residents.

The Strategy consists of three Goals and a number of Actions that are separated into current, mid-term and long-term Actions. Together they form a process by which the City of Port Moody, in combination with other levels of government, can contribute to increasing the supply of housing for those of low or moderate incomes and to work towards affordability and suitable accommodation for all households.

Goals

The City of Port Moody, through its Affordable Housing Strategy will seek to:

1. Promote and maintain a wide range of innovative housing opportunities to meet the changing needs of a diverse population of varying ages, income levels, family types, accessibility and lifestyles.
2. Protect the stock of existing affordable rental housing in Port Moody.
3. Enhance the continuum of housing and supports for the citizens of Port Moody who are at risk-of-homelessness

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7
Attachment 2

APPENDIX – KEY FINDINGS AND SUPPORTING INFORMATION

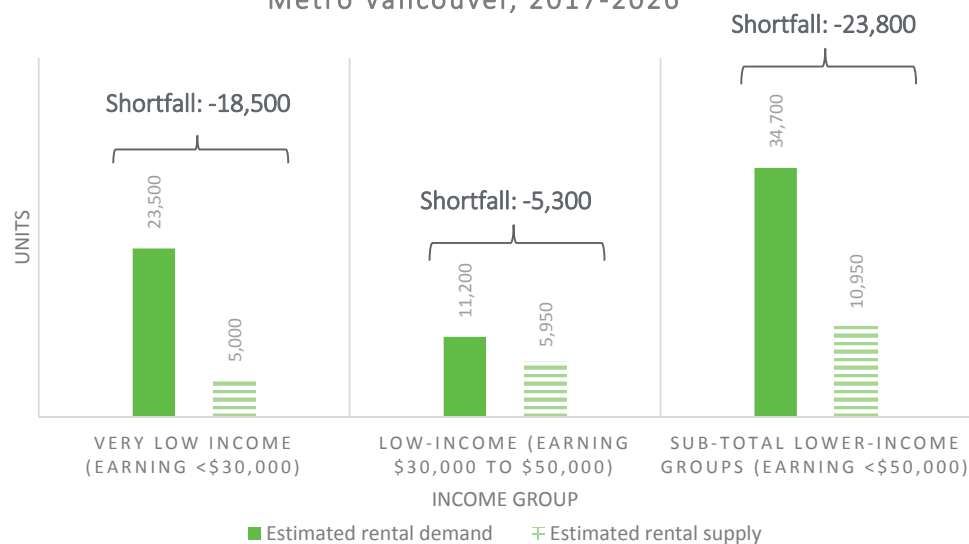
KEY FINDINGS

The Transit-Oriented Affordable Housing Study provides incremental information about the context and tools that could assist in improving the financial viability of affordable rental housing projects in transit-oriented locations. The study is not intended to capture all of the causal factors and solutions for the housing affordability crisis in the region. In fact, many of the study findings will be already familiar to policy makers and practitioners. Many efforts are underway to increase the supply of rental housing. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource. The key findings, and supporting information, are presented below.

Key Finding 1: Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region.

Metro Vancouver analysis of rental housing data from 2011 to 2014 shows that new rental housing supply fell short of total rental demand by about 6,800 units. The new rental housing supply met only two-thirds of the demand for affordable housing for lower income households earning less than \$50,000 per year. Taking into account past trends and recent development activity through 2016, the BCNPHA estimates that over the next 10 years (2017-2026) the total regional housing shortfall for lower income households could reach between 24,000 to 27,000 units.

Estimated rental demand and supply by low-income groups,
Metro Vancouver, 2017-2026



Considered at November 28, 2017 Regular Council Meeting

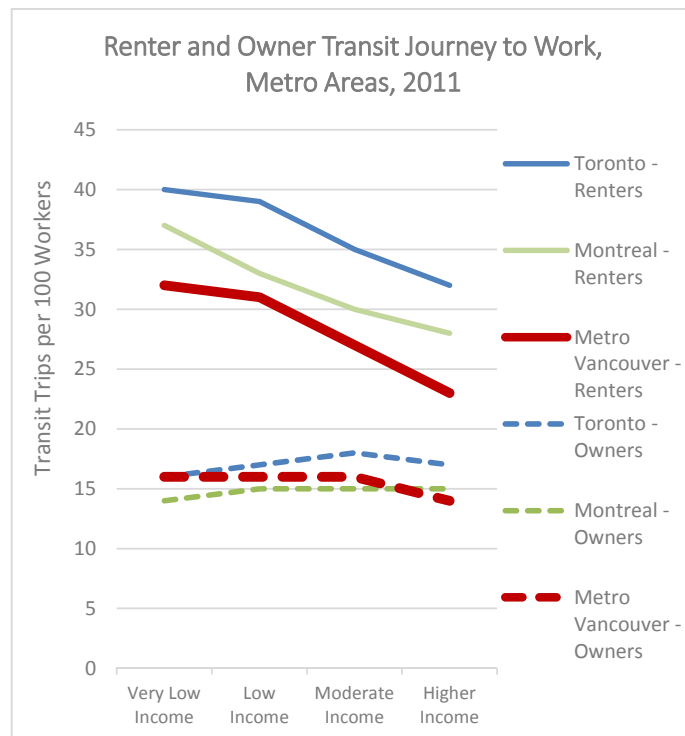
RC - Agenda - 2017 11 28

Item 9.7
Attachment 2

Key Finding 2: Renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Transit usage rates for renters consistently exceed that for owners, even after controlling for density, household income, and location. Transit usage rates for renters generally rise as income declines, but transit usage rates remain generally flat for owners. Lower income households have the highest transit usage rates. These patterns are consistent amongst the big regions in Canada, and within select rapid transit, B-Line, and frequent bus corridors in Metro Vancouver.

Having access to frequent transit may make it easier to absorb high housing costs. In general, renter households have a higher combined housing and transportation cost burden than do owner households (49% to 40%). Lower income renter households can have a cost burden close to two-thirds of their pre-tax income.



Key Finding 3: The primary reason new affordable rental housing is undersupplied is because the rents generated do not cover the costs of development (land and construction costs). The challenges are amplified in transit-oriented locations.

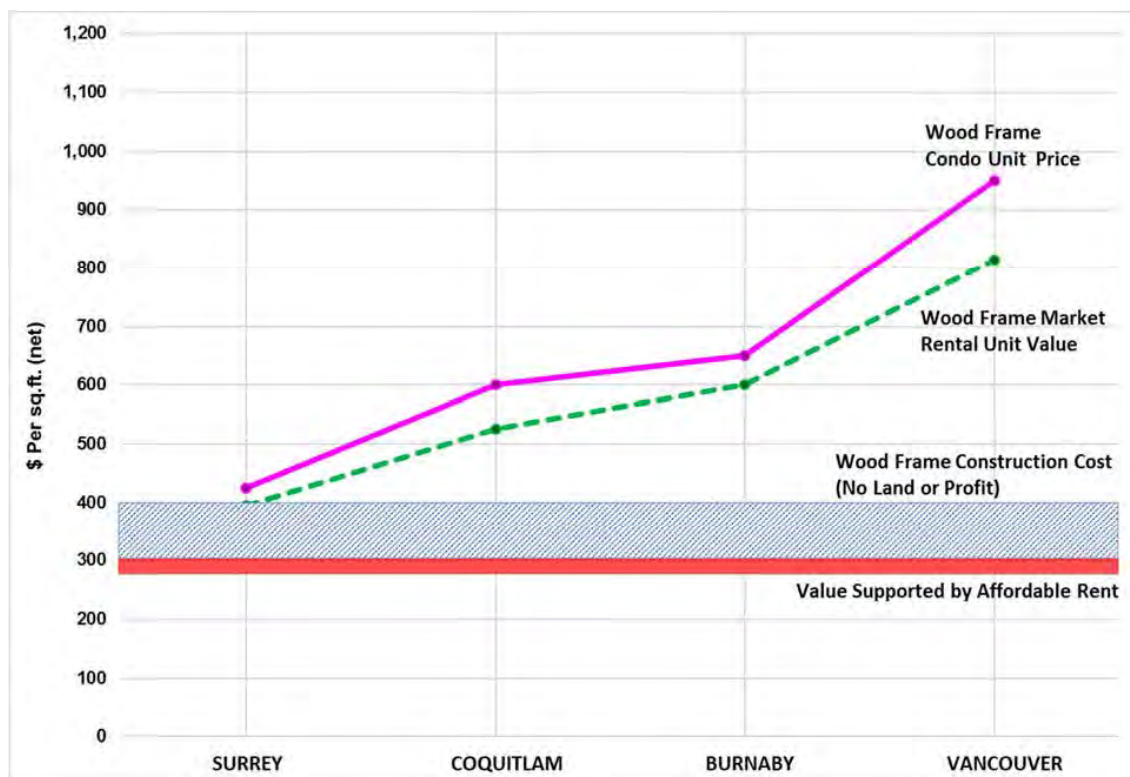
The challenges for purpose-built rental housing were quantified based on an analysis of 13 sites in four housing submarkets in the region. To make a rental housing project financially viable, the expected rental income must be able to cover the construction cost, cost of land, and developer's profit (except in a non-profit project). Rents that are affordable to lower income households cannot even cover the cost of construction for wood frame construction (\$300-400/sqft), which is lower than concrete construction (\$400-500/sqft). For affordable rental housing³, even if construction costs could be reduced, the rental income still would not be able enough to pay for land. All in else being equal, a developable parcel will be sold to the highest bidder for either a strata or market rental housing development.

³ In the analysis, an annual household income of \$50,000 was assumed to support a rent of approximately \$1,300 per month for a 2+ bedroom; and, an annual household income of \$30,000 was assumed to support a rent of \$800 per month for a studio or 1 bedroom.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7
Attachment 2



Market rental housing in wood frame stands a better chance of being financially viable. In three of the housing submarkets examined, full market rent is capable of paying for construction and having remaining capital for land. Even though the competing strata development can outbid for land, the variance is much narrower, meaning it will take less adjustment to construction costs and/or land costs to make these market rental projects financially viable. One trade-off is that the density supportable by wood frame given current regulations is less than that for concrete construction.

These challenges are amplified in transit-oriented locations. Regional and local policies encourage higher density development in locations within walking distance to frequent transit to support modal shift and compact communities. The expectation for higher density generally necessitates concrete construction, which is not a viable option for affordable rental housing and very challenging for market rental housing in many submarkets. In the absence of public intervention, it may be easier financially to orient medium density development in wood frame further away from frequent transit and towards neighbourhoods designated for medium levels of density. The potential drawback to this option is whether access to transit would be reduced. Even then, this scenario is not a silver bullet – medium strata development may still be bidding for the same parcels.

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7
Attachment 2

Key Finding 4: There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable rental housing financially viable.

Even within the current funding and regulatory context, many local governments have been able to catalyze new purpose-built rental housing through creative means by targeting construction costs and/or land costs, and by working in partnership with other levels of government and non-profit partners. The following is neither an exhaustive or prioritized list of tools, but rather a representation of the menu of actions that may be selected and combined in different ways to help, depending on a project's context, improve a project's financial viability.

Targeting construction costs:

- *reduce on-site parking requirements*
- *reduce development charges*
- *reduce construction financing costs*
- *encourage wood frame construction in medium density areas*

Targeting land costs:

- *provision of lands under public or non-profit ownership for a discounted price or at zero costs*
- *use density bonus on a strata development project to achieve market rental and/or affordable rental units*

Key Finding 5: There are initiatives in other jurisdictions that may be worth exploring in the Metro Vancouver region, as well as existing initiatives that could potentially be scaled up, to generate new affordable rental housing near frequent transit. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be key.

Through Activity 1, BCNPHA reviewed policies and programs in other jurisdictions that could be potentially applicable in the region, as well as existing initiatives that could potentially be scaled up. Their potential acceptability and effectiveness in addressing either construction or land costs will require further research. Several sample initiatives are described below. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be required in most instances.

Transit-oriented affordable housing loan funds: *a dedicated regional pool of funding is made available in the form of loans at below-market rates to affordable housing developers to pay for land acquisition, predevelopment activities, or construction expenses for projects in eligible transit-oriented locations. Once these loans are paid back into the fund, new loans can be issued. In the United States, these funds are capitalized with public, philanthropic, and private monies. Transit-oriented affordable housing loan funds have been established in the Puget Sound region (\$21 million), Denver region (\$24 million), and the San Francisco Bay Area (\$50 million fund).*

Transit-oriented inclusionary housing policies, including zoning for rental housing: *This action sets the expectation for the development community to include affordable rental housing as part of a project application. The certainty provided in policy may work to recalibrate land prices and expectations near*

Considered at November 28, 2017 Regular Council Meeting

RC - Agenda - 2017 11 28

Item 9.7
Attachment 2

frequent transit. Zoning lands for rental housing may have a similar effect (municipalities have the authority to zone for affordable housing, provided the affected property owner consents to the zone).⁴

Integration of other government transportation and housing funding: *Current provincial and federal funding commitments for transportation do not allow for funds to be spent on land acquisition. These funding programs do not set out expectations or conditions for integrating affordable rental housing in transit-oriented locations either. Conversely, current provincial and federal affordable housing programs use a point-based system to evaluate projects for funding. Even though proximity to transit is typically one criterion, it is weighted lower relative to other attributes such as affordability, sustainability, and building accessibility.*

Federal tax incentives: *In the United States, the Low Income Housing Tax Credit, created in 1986, has influenced a large proportion of affordable rental housing. Tax credits are issued to state housing agencies, who then allocate the credits to housing providers in a competitive process. The housing providers then sell the tax credits to investors in return for equity contributions toward eligible housing projects. Private investors who contribute equity to the development of new or rehabilitated affordable rental housing receive a dollar-to-dollar reduction in their federal income taxes. The Canadian federal government is not currently contemplating the development of such a program, but rather is focused on the provision of low-cost financing and grants.*

Federal grants to facilitate coordination among local stakeholders: *From 2011-2015, the US federal government provided \$250 million in Sustainable Communities Initiative grants to local communities to integrate planning processes around housing, transportation, economic development, and other objectives. These grants were used to develop multi-stakeholder planning processes and research that led to defined plans for the preservation and promotion of affordable housing in transit corridors. One example is the Growing Transit Communities Partnership in the Puget Sound area, which brought together over 100 public, private, and non-profit partners to develop individualized plans for 74 transit stations on three transit corridors. No comparable federal programs exist in Canada.*

Land trusts: *The Vancouver Community Land Trust Foundation of BC was established in 2015 and has a mission to acquire, create, and preserve affordable housing through a land trust structure. This model could potentially be adapted and scaled up to support affordable rental housing near frequent transit.*

Property tax incentives: *The Community Charter (Section 226) provides municipalities with the ability to reduce property taxes for certain land uses. A reduced property tax burden can allow rents to be lowered, or more of the rental income can be put towards debt servicing. The drawback is that local governments would have to make up the foregone property tax revenue through other means.*

⁴ In 2007, the UBCM convention endorsed a resolution from the City of Burnaby requesting that the provincial government amend Section 903 of the *Local Government Act* to authorize local governments, if they should so choose, to enact land use regulations that would regulate residential rental tenure through zoning and other measures.



City of Port Moody

Report/Recommendation to Council

Date: September 6, 2019
 Submitted by: Finance and Technology Department – Financial Services Division
 Subject: 2020 Permissive Tax Exemption Bylaw

Purpose

To present the annual Permissive Taxation Exemption Bylaw for consideration.

Recommended Resolution(s)

THAT City of Port Moody Tax Exemption Bylaw, 2019, No. 3209 be read a first time as recommended in the report dated September 6, 2019 from the Finance and Technology Department – Financial Services Division regarding 2020 Permissive Tax Exemption Bylaw.

THAT Bylaw No. 3209 be read a second time.

THAT Bylaw No. 3209 be read a third time.

Background

Section 224 of the *Community Charter* (**Attachment 1**) provides Council with the authority to grant permissive property tax exemptions. The Tax Exemption Bylaw must be adopted before October 31st of any given year for the subject properties to be exempt for the following tax year.

Statutory Tax Exemptions are given to buildings set apart for public worship, and the land on which the building stands; however, the land or improvements that surround the building require consideration by Council for a permissive tax exemption.

For 2020, there are no new applications.

Discussion

The Estimated 2020 Tax Exemptions listing (**Attachment 2**) shows all properties that have either been given a statutory tax exemption, or are being presented for Council's consideration for a permissive tax exemption.

For 2020, the total statutory and permissive tax exemptions are estimated to be \$906,050 as compared to \$1,000,130 in 2019. This decrease is attributed to the lower-than-expected assessed value of Eagle Ridge Hospital, which only saw a 6% increase in assessed value from 2018 to 2019. Since this was far below the average class 6 increase of 27%, the estimated pre-

exemption tax decreased by \$107,351. Amounts are estimated because the actual 2020 assessed values and tax rates will not be known until the spring of 2020.

The permissive exemption component of the \$906,050 is estimated to be \$122,859, which is an increase of \$14,364 over the 2019 amount of \$108,495. The primary reason for this increase is the completion of the Port Moody Legion, and subsequent increased assessment. The estimated tax exemption for 2020 is \$22,057 as opposed to \$8,381 in 2019.

For 2021 and 2022, estimates are provided on the attached spreadsheet (**Attachment 2**) per section 227(2)(d) of the *Community Charter* (**Attachment 3**).

Tax exemptions have been increased using the estimated tax increases as approved in the 2019 Five Year Financial Plan. These rates are 3.5% for 2020 and 2021, and 3% for 2022.

Draft City of Port Moody Tax Exemption Bylaw, 2019, No. 3209 is attached for Council's consideration (**Attachment 4**).

Other Option(s)

THAT the report dated September 6, 2019 from Finance and Technology Department – Financial Services Division regarding 2020 Permissive Tax Exemption Bylaw be received for information.

Financial Implications

The proposed permissive property tax exemptions represent approximately \$906,050 in exempted tax revenues in 2020. All renewals listed in **Attachment 2** have been exempted in previous years, resulting in an impact of approximately \$122,859 for 2020, \$126,544 for 2021, and \$130,339 for 2022. The impact of the tax burden would be distributed to the remaining properties on the assessment roll.

Communications / Civic Engagement

The statutory public notice requirement of Council's intention to adopt a Permissive Tax Exemption Bylaw have been met by advertising in the local newspaper on September 19 and September 26, 2019.

Council Strategic Plan Objectives

The Tax Exemption Bylaw aligns with Council's Healthy City Strategic Priority to provide local services and access to amenities for residents of all ages and abilities.

Attachment(s)

1. *Community Charter* – Permissive Tax Exemption section 224.
2. Estimated 2020 Tax Exemption listing, showing authority to grant exemption and estimated Municipal taxes that will be exempted for 2020, 2021, and 2022.
3. *Community Charter* – Permissive Tax Exemption section 227.
4. Draft City of Port Moody Permissive Tax Exemption Bylaw, 2019, No. 3209.

Report Author

Tyson Ganske

Manager of Financial Planning

Report Approval Details

Document Title:	2020 Permissive Tax Exemption Bylaw.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1.pdf- Attachment 2.pdf- Attachment 3.pdf- Draft City of Port Moody Permissive Tax Exemption Bylaw, 2019, No. 3209.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Tyson Ganske

Paul Rockwood

Rosemary Lodge

Dorothy Shermer

Tim Savoie

COMMUNITY CHARTER

Part 7 — Municipal Revenue

Division 7 — Permissive Exemptions

General authority for permissive exemptions

224 (1) A council may, by bylaw in accordance with this section, exempt land or improvements, or both, referred to in subsection (2) from taxation under section 197 (1) (a) [*municipal property taxes*], to the extent, for the period and subject to the conditions provided in the bylaw.

(2) Tax exemptions may be provided under this section for the following:

(a) land or improvements that

(i) are owned or held by a charitable, philanthropic or other not for profit corporation, and

(ii) the council considers are used for a purpose that is directly related to the purposes of the corporation;

(b) land or improvements that

(i) are owned or held by a municipality, regional district or other local authority, and

(ii) the council considers are used for a purpose of the local authority;

(c) land or improvements that the council considers would otherwise qualify for exemption under section 220 [*general statutory exemptions*] were it not for a secondary use;

(d) the interest of a public authority, local authority or any other corporation or organization in land or improvements that are used or occupied by the corporation or organization if

(i) the land or improvements are owned by a public authority or local authority, and

(ii) the land or improvements are used by the corporation or organization for a purpose in relation to which an exemption under this Division or Division 6 of this Part would apply or could be provided if the land or improvements were owned by that corporation or organization;

- (e) the interest of a public authority, local authority or any other corporation or organization in land or improvements that are used or occupied by the corporation or organization if
- (i) the land or improvements are owned by a person who is providing a municipal service under a partnering agreement,
 - (ii) an exemption under section 225 [*partnering and other special tax exemption authority*] would be available for the land or improvements in relation to the partnering agreement if they were used in relation to the service,
 - (iii) the partnering agreement expressly contemplates that the council may provide an exemption under this provision, and
 - (iv) the land or improvements are used by the corporation or organization for a purpose in relation to which an exemption under this Division or Division 6 of this Part would apply or could be provided if the land or improvements were owned by that corporation or organization;
- (f) in relation to property that is exempt under section 220 (1)
- (h) [*buildings for public worship*],
- (i) an area of land surrounding the exempt building,
 - (ii) a hall that the council considers is necessary to the exempt building and the land on which the hall stands, and
 - (iii) an area of land surrounding a hall that is exempt under subparagraph (ii);
- (g) land or improvements used or occupied by a religious organization, as tenant or licensee, for the purpose of public worship or for the purposes of a hall that the council considers is necessary to land or improvements so used or occupied;
- (h) in relation to property that is exempt under section 220 (1)
- (i) [*seniors' homes*] or (j) [*hospitals*], any area of land surrounding the exempt building;
- (h.1) in relation to land or improvements, or both, exempt under section 220 (1) (l) [*independent schools*], any area of land surrounding the exempt land or improvements;

(i) land or improvements owned or held by an athletic or service club or association and used as a public park or recreation ground or for public athletic or recreational purposes;

(j) land or improvements owned or held by a person or organization and operated as a private hospital licensed under the *Hospital Act* or as a licensed community care facility, or registered assisted living residence, under the *Community Care and Assisted Living Act* ;

(k) land or improvements for which a grant has been made, after March 31, 1974, under the *Housing Construction (Elderly Citizens) Act* before its repeal.

(3) The authority under subsection (2) (e) and (g) to (j) is not subject to section 25 (1) *[prohibition against assistance to business]*.

(4) Subject to subsection (5), a bylaw under this section

(a) must establish the term of the exemption, which may not be longer than 10 years,

(b) may only be adopted after notice of the proposed bylaw has been given in accordance with section 227 *[notice of permissive tax exemptions]*, and

(c) does not apply to taxation in a calendar year unless it comes into force on or before October 31 in the preceding year.

(5) Subsection (4) (a) and (b) does not apply in relation to exemptions under subsection (2) (f), (h) and (h.1).

(6) If only a portion of a parcel of land is exempt under this section, the bylaw under this section must include a description of the land that is satisfactory to the British Columbia Assessment Authority.

(7) A bylaw under this section ceases to apply to property, the use or ownership of which no longer conforms to the conditions necessary to qualify for exemption and, after this, the property is liable to taxation.

CITY OF PORT MOODY
ESTIMATED 2020 TAX EXEMPTIONS FOR A ONE YEAR TERM
BYLAW NO. 3209

Description	Bylaw Ref	Folio #	Address	Authority to Grant Exemption	Exempt Tax Code	Municipal Assessment Exempted 2019	Class & Rate 2019	Municipal Tax Exemption 2020 (est)	Municipal Tax Exemption 2021 (est)	Municipal Tax Exemption 2022 (est)
STATUTORY EXEMPTIONS (Provincially Exempted)										
Churches & Hospitals:										
Mennonite Church	2.1.1	03161-000	2622 St Johns Street	Section 220 (1) (h) (i)	90 - Churches	2,973,000	8 1.9049 \$	5,861 \$	6,066 \$	6,248
Catholic Church	2.1.2	03350-002	148 Moody Street	Section 220 (1) (h) (i)	90 - Churches	480,000	8 1.9049 \$	946 \$	979 \$	1,008
Anglican Church	2.1.3	04086-001	2206 St Johns Street	Section 220 (1) (h) (i)	90 - Churches	306,000	8 1.9049 \$	603 \$	624 \$	643
United Church	2.1.4	08947-001	1796 Ioco Road	Section 220 (1) (h) (i)	97 - Permissive Tax	69,700	8 1.9049 \$	137 \$	142 \$	146
United Church	2.1.5	08958-001	1790 Ioco Road	Section 220 (1) (h) (ii)	90 - Churches	359,000	8 1.9049 \$	708 \$	733 \$	755
Fraser Health Authority (Note 1)		16476-000	475 Guildford Way	Section 220 (1) (j)	78 - RHB's and CHC's	131,347,000	6 5.7004 \$	774,936 \$	802,059 \$	826,121
Total Statutory Exemptions								\$ 783,191	\$ 810,603	\$ 834,921
								*based on 3.5% increase	*based on 3.5% increase	*based on 3.0% increase
PERMISSIVE EXEMPTIONS (Council's Consideration)										
Churches & Hospitals:										
Mennonite Church	2.1.1	03161-000	2622 St Johns Street	Section 224 (2) (f) (i,ii,iii)	97 - Permissive Tax	1,600,000	8 1.9049 \$	3,139 \$	3,233 \$	3,330
Catholic Church	2.1.2	03350-002	148 Moody Street	Section 224 (2) (f) (i,ii,iii)	97 - Permissive Tax	716,200	8 1.9049	1,405	1,447	1,490
Anglican Church	2.1.3	04086-001	2206 St Johns Street	Section 224 (2) (f) (i,ii,iii)	97 - Permissive Tax	1,267,200	8 1.9049	2,486	2,561	2,638
United Church	2.1.4	08947-001	1796 Ioco Road	Section 224 (2) (f) (i,ii,iii)	97 - Permissive Tax	1,243,000	8 1.9049	2,439	2,512	2,587
United Church	2.1.5	08958-001	1790 Ioco Road	Section 224 (2) (f) (i,ii,iii)	97 - Permissive Tax	807,300	8 1.9049	1,584	1,632	1,681
Subtotal Permissive Exemptions								\$ 11,053	\$ 11,385	\$ 11,726
Other:										
Port Moody Ecological Society	2.1.6	02089-010	340 Ioco Road	Section 224 (2) (d) (i, ii)	14 - Non Profit Organization	4,183,400	6 5.7004	24,562	25,299	26,058
Port Moody Heritage Society	2.1.7	03053-000	2734 Murray Street	Section 224 (2) (d) (i, ii)	14 - Non Profit Organization	1,280,100	6 5.7004	7,516	7,741	7,973
Port Moody Arts Centre Society	2.1.8	03219-001	2425 St Johns Street	Section 224 (2) (a)	14 - Non Profit Organization	51,900	6 5.7004	305	314	323
Port Moody Senior Housing Society	2.1.9	03351-000	2909 Hope Street	Section 224 (2) (h)	14 - Non Profit Organization	13,898,000	1 2.3986	34,336	35,366	36,427
Community Ventures Society	2.1.10	04027-000	2322 St Johns Street	Section 224 (2) (a)	14 - Non Profit Organization	1,845,000	6 5.7004	10,833	11,158	11,493
City of Port Moody	2.1.11	08977-020	Ioco Field	Section 224 (2) (i)	15 - Parks & Recreation	798,000	8 1.9049	1,566	1,613	1,661
Association of Neighbourhood Houses of BC	2.1.12	16712-000	3302 Sasamat Lake	Section 224 (2) (a)	14 - Non Profit Organization	205,000	6 5.7004	1,204	1,240	1,277
DBA Sasamat Outdoor Centre										
Association of Neighbourhood Houses of BC	2.1.12	16712-000	3302 Sasamat Lake	Section 224 (2) (a)	14 - Non Profit Organization	759,000	8 1.9049	1,489	1,534	1,580
DBA Sasamat Outdoor Centre										
City of Port Moody	2.1.13	17000-003	Ioco Road at Alderside Road	Section 224 (2) (d)	96 - Third Party Occupier	115,000	6 5.7004	675	695	716
City of Port Moody	2.1.14	17000-005	Cascade to Reed Point Marina	Section 224 (2) (d)	96 - Third Party Occupier	136,000	6 5.7004	799	823	848
City of Port Moody	2.1.15	17000-011	Ioco Road at Barber Street	Section 224 (2) (d)	96 - Third Party Occupier	264,000	6 5.7004	1,550	1,597	1,645
Community Ventures Society	2.1.16	03138-015	307-2502 St Johns Street	Section 224 (2) (a)	14 - Non Profit Organization	837,000	6 5.7004	4,914	5,061	5,213
Port Moody (Pacific #119) Branch of the Royal Canadian Legion	2.1.17	03152-501	2529 Clarke Street	Section 224 (2) (a)	14 - Non Profit Organization	3,744,000	6 5.7004	21,983	22,642	23,321
Port Moody (Pacific #119) Branch of the Royal Canadian Legion	2.1.17	03152-501	2529 Clarke Street	Section 224 (2) (a)	14 - Non Profit Organization	37,700	8 1.9049	74	76	78
								\$ 111,806	\$ 115,159	\$ 118,613
Total Permissive Exemptions								\$ 122,859	\$ 126,544	\$ 130,339
Total Statutory and Permissive Exemptions								\$ 906,050	\$ 937,147	\$ 965,260

Note:

1. Fraser Health Authority has no reference on the permissive exemption bylaw as there is no permissive exemption component related to this organization.

COMMUNITY CHARTER

Part 7 — Municipal Revenue

Notice of permissive tax exemptions

227 (1) A council must give notice of a proposed bylaw under this Division in accordance with section 94 [*public notice*].

(2) Subject to subsection (3), the notice under subsection (1) must

- (a) identify the property that would be subject to the bylaw,
- (b) describe the proposed exemption,
- (c) state the number of years that the exemption may be provided, and
- (d) provide an estimate of the amount of taxes that would be imposed on the property if it were not exempt, for the year in which the proposed bylaw is to take effect and the following 2 years.

(3) In the case of a bylaw under section 226 (4) [*revitalization program bylaw*], the notice under subsection (1) of this section must include a general description of each of the following:

- (a) the reasons for and the objectives of the program;
- (b) how the proposed program is intended to accomplish the objectives;
- (c) the kinds of property, or related activities or circumstances, that will be eligible for a tax exemption under the program;
- (d) the extent, amounts and maximum terms of the tax exemptions that may be provided under the program.



City of Port Moody

Bylaw No. 3209

A Bylaw to provide for exemption from taxation for 2020.

The Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as "City of Port Moody Permissive Tax Exemption Bylaw, 2019, No. 3209".

2. Lands to be Exempted

2.1 The following described lands and buildings, or portions of buildings situated thereon, will be exempt from taxation for the year 2020 as long as:

- the respective titles to the said lands are registered in the name of the religious organization/non-profit organization;
- the property or a portion of the property is occupied by a religious organization/non-profit organization as tenant or licensee for the purposes of public worship; or
- the non-profit organization in each case named, and provided that the lands, buildings, or portions of buildings thereon, continue to be used for the purpose for which tax exemption has been granted:

Churches Exempted Under Section 224:

<i>Ref.</i>	<i>Owner/Entity Name</i>	<i>PID</i>	<i>Folio Number</i>	<i>Legal description</i>	<i>Civic address</i>
2.1.1	BC CONFERENCE OF THE MENNONITE BRETHREN CHURCHES	029-107-059	03161-000	LOT A, BLOCK 11, PLAN EPP29530, DISTRICT LOT 201, NEW WEST DISTRICT GROUP 1.	2622 ST JOHNS ST
2.1.2	ROMAN CATHOLIC ARCHBISHOP OF VANCOUVER	009-200-487	03350-002	LOT 16, BLOCK 25, PLAN 24771, DISTRICT LOT 201, NEW WEST DISTRICT LOCAL GOV'T ACT EXEMPTION BY-LAW 2530, 2002 APPLIES.	148 MOODY ST
2.1.3	PARISH OF ST. JOHN THE APOSTLE	023-286-741	04086-001	PLAN LMP26284, DISTRICT LOT 202, NEW WEST DISTRICT PARCEL A, LOCAL GOV'T ACT EXEMPTION BY-LAW 2607-2004 APPLIES.	2206 ST JOHNS ST
2.1.4	TRUSTEES OF THE CONGREGATION OF IOCO UNITED CHURCH	010-158-936	08947-001	LOT 1, PLAN NWP15859, NEW WEST DISTRICT GOVERNMENT RESERVE LYING BETWEEN DL 226 & 256.	1796 IOCO RD
2.1.5	TRUSTEES OF THE CONGREGATION OF IOCO UNITED CHURCH	010-159-100	08958-001	LOT 21, PLAN NWP15859, NEW WEST DISTRICT GOVERNMENT RESERVE LYING BETWEEN DL 226 & 256.	1790 IOCO RD

Others Exempted under Section 224:

Ref.	Owner/Entity Name	PID	Folio Number	Legal description	Civic address
2.1.6	PORT MOODY ECOLOGICAL SOCIETY	026-776-626	02089-010	PLAN BCP24977, DISTRICT LOT 191, NEW WEST DISTRICT PARCEL A, GROUP 1, OCCUPIER OF.	340 IOCO RD
2.1.7	PORT MOODY HERITAGE SOCIETY	005-392-322	03053-000	LOT 55, PLAN NWP55698, DISTRICT LOT 201, NEW WEST DISTRICT GROUP 1.	2734 MURRAY ST
2.1.8	PORT MOODY ARTS CENTRE SOCIETY	lease	03219-001	BLOCK 15, PLAN NWP72, DISTRICT LOT 201, NEW WEST DISTRICT GROUP 1, LOTS 5 TO 9, MAIN FLR NE OFFICE AN MAIN FLR SE MEETING ROOM AS INDICATED ON THE ATTACHED FLR PL MARKED SCHEDULE D.	2425 ST JOHNS ST
2.1.9	PORT MOODY SENIOR HOUSING SOCIETY	007-062-443	03351-000	LOT 41, PLAN 34733, DISTRICT LOT 201, NEW WEST DISTRICT GROUP 1, EXCEPT PLAN 43621, LOCAL GOV'T ACT EXEMPTION BY-LAW 2530, 2002 APPLIES .	2909 HOPE ST
2.1.10	COMMUNITY VENTURES SOCIETY	011-454-016	04027-000	LOT 28, BLOCK 1, PLAN NWP55, DISTRICT LOT 202, NEW WEST DISTRICT	2322 ST JOHNS ST
2.1.11	CITY OF PORT MOODY	001-430-262	08977-020	NEW WEST DISTRICT, SECTION 18, TOWNSHIP 39 PARCEL C, (226748E).	115 FIRST ST
2.1.12	ASSOCIATION OF NEIGHBOURHOOD HOUSES DBA SASAMAT OUTDOOR CENTRE	014-358-425	16712-000	PLAN NWP81906, NEW WEST DISTRICT, SECTION 19, TOWNSHIP 39 PARCEL C, AND SECTION 30; AND SECTIONS 24 AND 25 FRACTIONAL TOWNSHIP WEST OF TOWNSHIP 39 (PORTION OF LOT C SE 1/4 - CAMP WALLACE).	3302 SASAMAT LAKE
2.1.13	CITY OF PORT MOODY	lease	17000-003	DISTRICT LOT 227, NEW WEST DISTRICT LEASE/PERMIT/LICENCE # GBMK 054-1007, GROUP 1, MILE 1.64 IOCO SPUR.	CPR ACCESS ALDERSIDE ROAD OFF OF IOCO ROAD
2.1.14	CITY OF PORT MOODY	lease	17000-005	DISTRICT LOT 268, NEW WEST DISTRICT LEASE/PERMIT/LICENCE # GBMK 371-0207, GROUP 1, MILE 117.16 CASCADE ACCESS TO REED POINT MARINA.	CASCADE ACCESS TO REED POINT MARINA
2.1.15	CITY OF PORT MOODY	lease	17000-011	DISTRICT LOT 226, NEW WEST DISTRICT LEASE/PERMIT/LICENCE # GBMK 610-0001, GROUP 1, MILE 0.35 - 2.25 IOCO SPUR LEASE.	CPR ACCESS ALDERSIDE ROAD OFF OF BARBER STREET
2.1.16	COMMUNITY VENTURES SOCIETY	025-893-416	03138-015	LOT 15, PLAN BCS618, DISTRICT LOT 201, NEW WEST DISTRICT	307 - 2502 ST JOHNS ST
2.1.17	PORT MOODY (PACIFIC 119) BRANCH OF ROYAL CANADIAN LEGION	030-494-052	03152-501	PLAN EPP79912, DISTRICT LOT 201, GROUP 1, NEW WESTMINSTER LAND DISTRICT, AIR SPACE PARCEL 1 DISTRICT	2529 CLARKE ST

3. Severability

3.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time this ____ day of _____, 2019.

Adopted this ____ day of _____, 2019.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3209 of the City of Port Moody.

Dorothy Shermer
Corporate Officer



City of Port Moody

Report/Recommendation to Council

Date: September 20, 2019
 Submitted by: Planning and Development Department – Building, Bylaw, and Licensing
 Subject: Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment
 Bylaw No. 10, 2019, No. 3207

Purpose

To present Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207, for Council's consideration.

Recommended Resolution(s)

THAT proposed amendments to the Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207 be read a first time as recommended in the report dated September 20, 2019, from Planning and Development Department – Building, Bylaw, and Licensing, regarding Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207.

THAT Bylaw No. 3207 be read a second time.

THAT Bylaw No. 3207 be read a third time.

Background

At the Regular Council Meeting on September 10, 2019 meeting, Council gave three readings to proposed amendments to the old Building and Plumbing Code Administration Bylaw, No. 2577, renaming it Building Bylaw, No. 3200 and creating inconsistencies with the existing Municipal Ticket Information Authorization Bylaw, No. 3044.

Some section numbers referenced in the MTIA, which give Bylaw Enforcement Officers the ability to ticket for contraventions of the former Building and Plumbing Code Administration Bylaw, No. 2577, were either moved to a different section or removed entirely, when included in the newly amended Building Bylaw, No. 3200.

Discussion

As a result of the pending adoption of Building Bylaw, No. 3200, draft City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207 (**Attachment 1**) is being submitted for Council's consideration, in order to amend the Municipal Ticket Information Authorization Bylaw, No. 3044, updating all sections

numbers, fines, and references that may have been amended or altered, as part of the of the newly adopted Building Bylaw, No. 3200.

Other Option(s)

THAT the report dated September 20, 2019, from Planning and Development Department – Building, Bylaw, and Licensing, regarding Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207 be received for information.

Financial Implications

There are no financial implications associated with the recommendation in this report.

Communications and Civic Engagement Initiatives

There are no external communication and civic engagement initiatives associated with this report.

Council Strategic Plan Objectives

This amendment allows staff to provide transparency, a goal in line with Council's stated strategic objectives.

Attachment(s)

1. Draft City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207.

Report Author

Robyn MacLeod

Manager of Building, Bylaw and Licensing

Report Approval Details

Document Title:	Building Bylaw No. 3200 Municipal Ticket Information Authorization Bylaw No. 3044 Amendment.docx
Attachments:	- DRAFT Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207.docx
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie



City of Port Moody

Bylaw No. 3207

A Bylaw to amend City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044 to update fines related to the City of Port Moody Building Bylaw, 2019, No. 3200.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 10, 2019, No. 3207”.

2. Amendment

- 2.1 City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044 is amended by replacing the Building and Plumbing Code Administration Bylaw, No. 2577 section in Schedule 2 with the following:

Building Bylaw, No. 3200	Section(s)	Fines
No Building/Plumbing/Demolition Permit – 1 st Offence	6.1	\$200.00
No Building/Plumbing/Demolition Permit – 1 st Recurrence	6.1	\$500.00
No Building/Plumbing/Demolition Permit – Subsequent Occurrences	6.1	\$1,000.00
Fail to Obey Stop Work Order – 1 st Offence	12.35, 12.36	\$200.00
Fail to Obey Stop Work Order – 1 st Recurrence	12.35, 12.36	\$500.00
Fail to Obey Stop Work Order – Subsequent Occurrences	12.35, 12.36	\$1,000.00
Removal of a Stop Work Order – 1 st Offence	12.40	\$200.00
Removal of a Stop Work Order – 1 st Recurrence	12.40	\$500.00
Removal of a Stop Work Order – Subsequent Occurrences	12.40	\$1,000.00
Failure to Obey Do Not Occupy Notice – 1 st Offence	12.42	\$200.00
Failure to Obey Do Not Occupy Notice – 1 st Recurrence	12.42	\$500.00
Failure to Obey Do Not Occupy Notice – Subsequent Occurrences	12.42	\$1,000.00
Occupancy Without Permit – 1 st Offence	6.2	\$200.00
Occupancy Without Permit – 1 st Recurrence	6.2	\$500.00
Occupancy Without Permit – Subsequent Occurrences	6.2	\$1,000.00

Moving Building Without Permit	15.1	\$1,000.00
--------------------------------	------	------------

3. Severability

- 3.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time this ____ day of _____, 2019.

Adopted this ____ day of _____, 2019.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3207 of the City of Port Moody.

D. Shermer
Corporate Officer



City of Port Moody

Report/Recommendation to Council

Date: September 25, 2019
 Submitted by: Engineering and Operations Department – Project Delivery Services Division
 Subject: Sign Bylaw Amendment

Purpose

To present proposed amendments to Sign Bylaw No. 2403 to support the installation of digital billboards on City property as authorized by the City.

Recommended Resolution(s)

THAT City of Port Moody Sign Bylaw, 1998, No. 2403, Amendment Bylaw No. 10, 2019, No. 3211 be read a first time as recommended in the report dated September 25, 2019 from the Engineering and Operations Department – Project Delivery Services Division regarding Sign Bylaw Amendment.

THAT Bylaw No. 3211 be read a second time.

THAT Bylaw No. 3211 be read a third time.

Background

At the Closed Council meeting held on June 25, 2019, Council considered an on-table report dated June 25, 2019 from the Engineering and Operations Department – Engineering Division regarding Digital Billboard Advertising and passed the following resolution:

CC19/151

THAT staff be directed to enter into a 25-year revenue sharing agreement with Pattison Outdoor Advertising for two locations – at the City-owned former landfill site on the Barnet Highway and at the intersection of Barnet Highway and Ioco Road – as recommended in the report dated June 21, 2019 from the Engineering and Operations Department regarding Digital Billboard Advertising – Request for Proposal Results;

AND THAT staff be directed to report back to Council with amendments to the Sign Bylaw required to support large format billboard advertising.

Council released resolution CC19/151 at the Closed Council meeting held on September 17, 2019

Staff have proceeded with negotiations with the leading proponent Pattison Outdoor Advertising (POA) and have received revised proposals for installing two advertising digital billboards on City property. The agreement would provide the City a percentage of revenue generated by the billboard advertising. The agreement with POA is subject to Council approval and pending approval of the sign bylaw amendment to allow digital billboards.

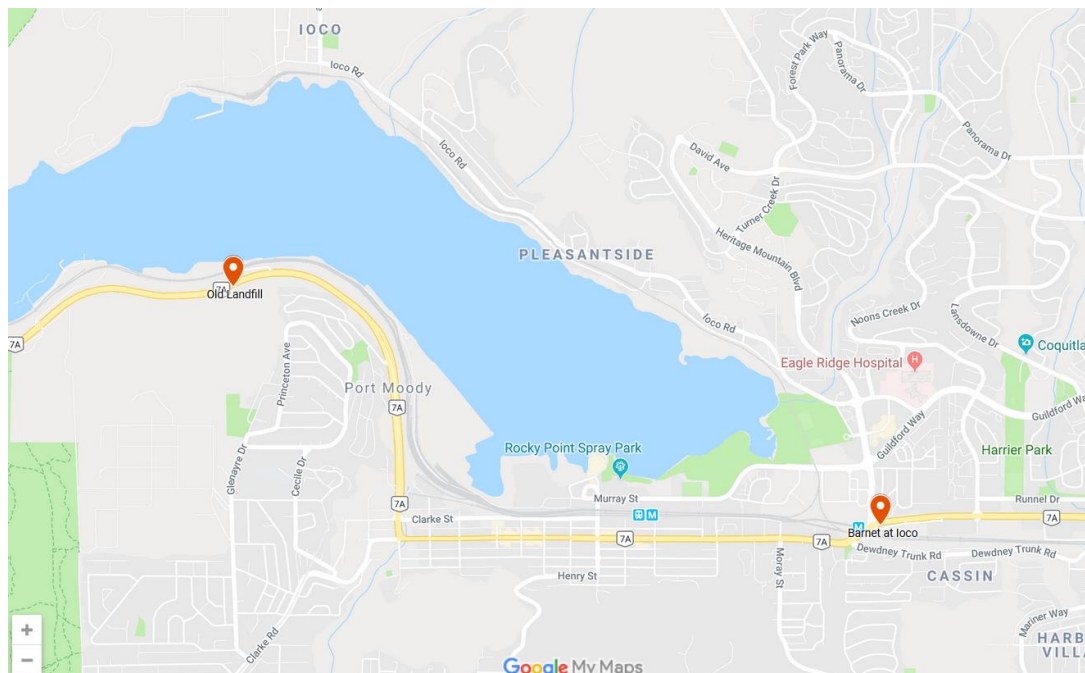
This report pertains to the recommendations to consider updating Sign Bylaw No. 2403 to allow installation of digital billboards on City property for the purpose of revenue generation based on billboard advertising.

Discussion

The location of City of Port Moody, at the eastern arm of Burrard Inlet, has heavily-travelled commuting routes that have strong advertising exposure and impression potential. From a billboard advertising perspective, the City benefits from the border markets of neighbouring Burnaby and Coquitlam. A study by media consultancy indicates that this border value based on commuting traffic creates potential advertising revenue from digital billboards.

Based on consultant recommendations and Council approval, two City-owned locations were identified as potential billboard sites:

1. Barnet Highway (Port Moody Old Landfill Site); and
2. Barnet Highway and Ioco Road.



Benefits of the Proposed Agreement to the City

Through a selected Request-for-Proposal process, staff proceeded to negotiate with the leading proponent Pattison Outdoor Advertising (POA). The benefits to the City of the proposed agreement are summarized as follows:

- annual revenue stream based on a minimum guaranteed per year for 25 years (details shown in Financial Implications section of the report);
- additional revenue to the City annually based on advertising revenue at each billboard location (details shown in Financial Implications section of the report);
- one-time bonus paid to the City \$300,000 per billboard upon billboard illumination;
- one out of every 10 (10%) advertising time slots will be provided to the City free of charge that may be used for messaging City events, Community events, City notices, and City construction notification;
- emergency messages and Amber Alerts will also be provided free of charge over and above the 10% commitment; and
- minimum 20% discount for Port Moody businesses to advertise on these billboards.

Proposed Billboard Details

- 10' high x 35' wide double-sided screen at each location, each screen facing opposite directions;
- illumination levels follows industry standards, different for daytime and nighttime, brightness controlled by ambient light sensors;
- advertising will have no animation or full motion video;
- no cost to the City in the design, construction, and maintenance of the billboards (all costs are borne by POA);
- each billboard screen will be replaced twice during the life of the contract at POA's cost; and
- billboard structure will be in approved Port Moody colours.

Staff estimate that the value of providing City public notices to be approximately \$180,000 annually for each billboard.

Sign Bylaw Amendment

To enable the implementation of this project, the Sign Bylaw needs to be updated. An amendment to Sign Bylaw, 1998, No. 2403 (Attachment 1) seeks to include sections of the Bylaw related to allowing the City to erect advertising digital billboards on City property. These inclusions include the definition of a digital billboard and the inclusion of language to allow only the City to install digital billboards on City property.

The Schedule shown in the Bylaw amendment show the two locations as approved by Council for billboard installation on City property. Any additional locations proposed in the future requires Council approval through the Bylaw amendment process.

With the proposed amendments, only the City or its agent would be authorized to install advertising digital billboards in locations as permitted per the amended Bylaw. Installation of advertising digital billboards by others in any location or by the City in locations not identified in the Bylaw would not be permitted.

Other Option(s)

THAT Council provide alternate direction to staff or modify the billboard locations as outlined in the Schedule of Amendment Bylaw No. 10, 2019, No. 3211.

THAT the proposed amendments to Bylaw No. 2403 not be adopted.

Financial Implications

The bylaw amendment would enable the City to enter into a revenue sharing agreement with POA to facilitate the installation of digital billboards. The City would obtain a percentage of revenue based on the amount of advertising sold on the billboards. There is a minimum guarantee that is paid to the City regardless of how much advertising is sold.

Over the 25-year term of the contract, the City will be paid an Annual Net Revenue share percentage as shown in Table 1.

Table 1
10'x35' Digital Billboard (each location)

	% Revenue Share to City	Total Estimated Revenue to City	Minimum Guaranteed Revenue to City
One-time Signing Bonus (Year 1)		\$300,000	\$300,000
Average Annual Revenue (including Signing Bonus)	45%	\$590,348 per year	\$377,000 per year
Total Revenue over 25-year term		\$14,758,705	\$9,125,000

The estimated revenue over the 25-year contract for each 10'x35' double-sided billboard is \$14,758,705, of which \$9,125,000 is guaranteed, plus a one-time \$300,000 signing bonus. Based on advertising projections, POA estimates that the City could earn \$590,348 annually based on the City obtaining a 45% share of the ad revenue. The City will collect the higher of: a) the revenue from 45% ad share or b) the minimum guarantee averaging approximately \$377,000 per year.

Taking both billboard locations into account, it is estimated that the City will earn \$30.1 million over the 25-year term, \$18.8 million of which is guaranteed. For clarity, the \$30.1 million depends on ad revenue which is subject to market conditions, but the \$18.8 million is the minimum POA has guaranteed to the City in the contract.

The total value of the agreement is summarized below, and is also expressed in today's dollars.

Revenue	Billboard 1	Billboard 2	Total
Estimated Revenue over term	\$15,058,705	\$15,058,705	\$30,117,410
Estimated Revenue in Today's Dollars (2% discount rate)	\$11,936,552	\$11,936,552	\$23,873,104
Minimum Guaranteed Revenue over term	\$9,425,000	\$9,425,000	\$18,850,000
Minimum Guaranteed Revenue in Today's Dollars (2% discount rate)	\$7,490,046	\$7,490,046	\$14,980,093

Communications and Civic Engagement Initiatives

If the Sign Bylaw amendments are adopted, staff will finalize the agreement with POA and begin implementation. The City would provide notices to neighbouring businesses and residents affected by the billboard installations, following the City's standard process for capital project execution.

Council Strategic Plan Objectives

The proposed Bylaw amendments aligns with Council's 2019-2022 Strategic Plan pillar of Economic Prosperity, specifically to foster an environment where businesses can thrive and good local jobs abound, and ensure Port Moody's economy and the City's financial position are sustainable.

Attachment(s)

1. Draft City of Port Moody Sign Bylaw, 1998, No. 2403, Amendment Bylaw No. 10, 2019, No. 3211.

Report Author

Kim Law, P.Eng.

Manager of Project Delivery Services

Report Approval Details

Document Title:	Sign Bylaw Amendment.docx
Attachments:	- Amendment Bylaw No. 3211.docx
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Kim Law

Jeff Moi

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie



City of Port Moody

Bylaw No. 3211

A Bylaw to amend City of Port Moody Sign Bylaw, 1998, No. 2403, a Bylaw that regulates signs.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Sign Bylaw, 1998, No. 2403, Amendment Bylaw No. 10, 2019, No. 3211”.

2. Amendments

- 2.1 The City of Port Moody Sign Bylaw, 1998, No. 2403 is amended as follows:

- a) Section 3 is amended to add the following definition, in alphabetical order:

DIGITAL BILLBOARD means an electronic format billboard sign that displays digital images that are changed by computer at regular, short durations installed in outdoor public spaces which also may be illuminated so as to be visible elsewhere than on the site upon which it is located;

- b) Part 1, section 2 shall be amended to add:

(f) Digital Billboards, only as authorized by contract and approved under section 5(b);

- c) Section 5 shall be re-labelled as 5(a) and the following added as 5(b);

“5.(b) Despite any other provision in this Bylaw, the City may enter into contracts with third parties to authorize the placement of advertising digital billboards on City property, provided that such signs are only allowed at specific locations authorized by the City, with such locations identified on Schedule “C” attached hereto”; and

- d) The Schedule attached hereto shall be added to the Bylaw as Schedule “C”.

3. Attachments and Schedules

3.1 The following schedules are attached to and form part of this Bylaw:

- Schedule A – Plan of approved billboard locations

4. Severability

4.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this ___ day of ____, 2019.

Read a second time this ___ day of ____, 2019.

Read a third time this ___ day of ____, 2019.

Adopted this ___ day of ____, 2019.

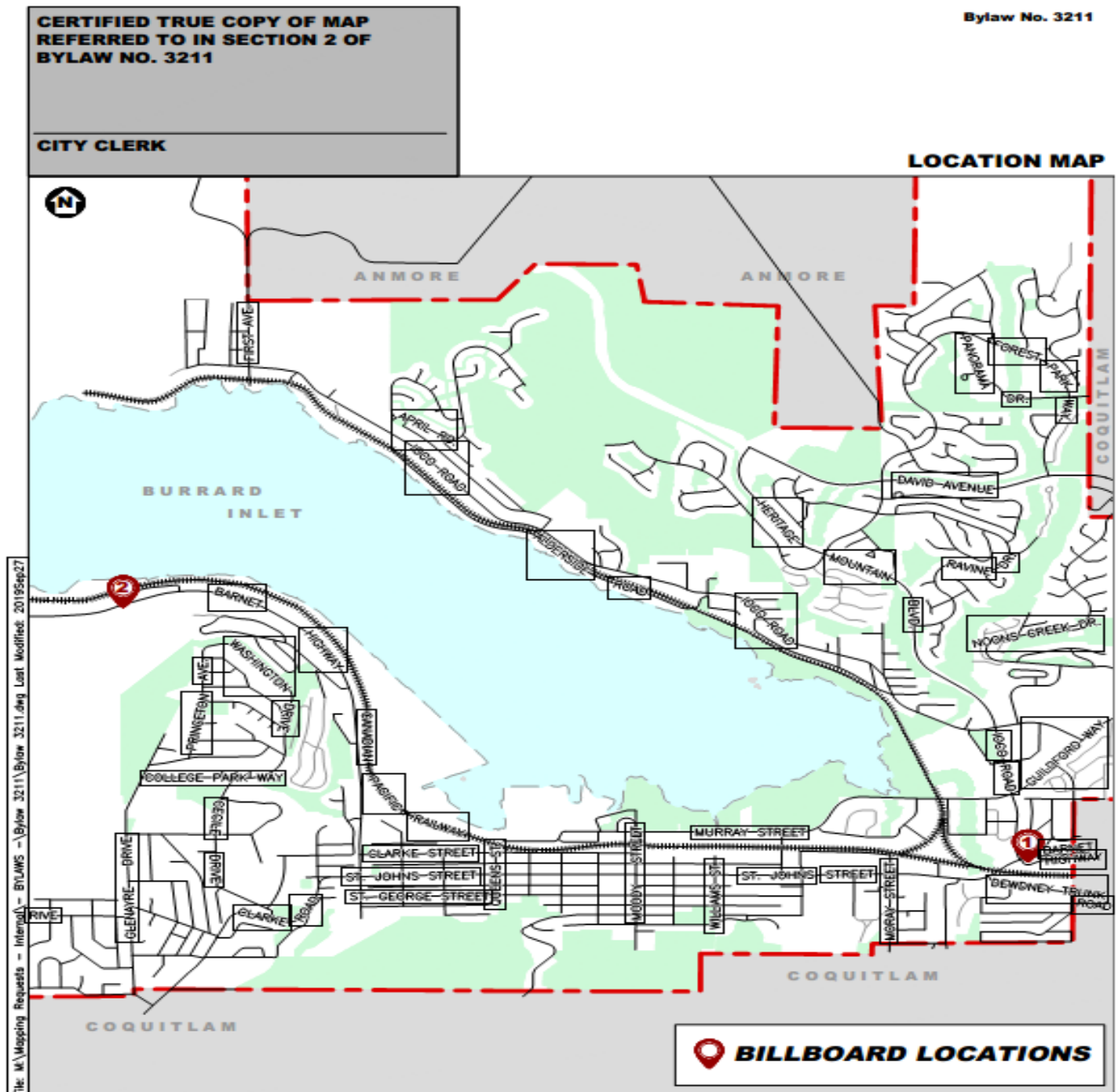
R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3211 of the City of Port Moody.

Dorothy Shermer
Corporate Officer

Schedule A
Plan of approved billboard locations





City of Port Moody

Report/Recommendation to Council

Date: September 20, 2019
 Submitted by: Mayor Rob Vagramov
 Subject: City Lands – One Year Later

Purpose

To provide direction to Staff regarding the next steps in determining the future of the City Lands, and to clean up the Old Firehall No. 1 site for interim uses.

Recommended Resolution(s)

THAT staff report back to Council by the end of 2019 with options (excluding sale) for exploring the future of the Old Firehall No. 1 site, and the existing Woks Yard site;

AND THAT staff be directed to remove the fencing and large accumulation of items in storage on the Old Firehall No. 1 site;

AND THAT staff report back to Council with costs and options for potential interim uses of the Old Firehall No. 1 site, as recommended in the report dated September 20, 2019 from Mayor Rob Vagramov regarding City Lands – One Year Later.

Background

Since the 2018 non-binding referendum regarding public opinion of what should happen with the City Lands, which sought to gauge support for the sale and/or lease of the lands in question, the Old Firehall No. 1 site's visual condition has continued to deteriorate. Rather than a programmed space that the City can be proud of, this site has become unsightly for residents and visitors alike, when it could be a sign of promise of a future publicly enjoyed commons.

Discussion

Following the public's decision rejecting the 2018 City Lands Public Opinion Question, it is clear that the direction desired is to keep the site publicly-owned and to find innovative ways to maximize its potential. Our Council will need to make some important decisions about the future of the two City Owned Sites, and this may involve a new process to arrive at a conclusive decision. This report recommends that Staff report back to begin this process by the end of 2019.

Further, it has become clear that the visual condition of the most prominent site – the Old Firehall No. 1 site – has become at best Unsightly and could be put to better use for community value. This report recommends immediate clean up of the site to bring it up to Port Moody standards of street and city beautification.

The discussions regarding the future of the City Owned Lands may take months, potentially years, to be resolved, particularly with authentic public engagement. During this time, it is unacceptable to leave such a significant, central, and large public property empty and without use. It is the intent of this report that Staff bring back a significant list of short-term uses for the Site, in order to maximize community use of the land, and/or bring in revenue to the City, and/or foster an understanding of community ownership of this parcel. In the short run, the community could see increased programming, in the long run, this initiative may inspire a sense of pride and ownership of this Site, leading to increased awareness and input into future discussions regarding its long-term future.

Staff is encouraged to be creative when generating a list of potential uses. These should include community activities/events, potential partnerships with local businesses, considering new 'pop up' concepts (such as a weekend petting zoo), public engagement initiatives (such as open houses, or outdoor Council/Committee meetings), partnerships with environmental groups, community garden/food security workshops, among others. The site's electrical hook-ups should be explored to understand whether or not power can be supplied for short-term uses.

Financial Implications

Staff time for a report.

Communications and Civic Engagement Initiatives

Provide information on internal and external communication and civic engagement initiatives.

Council Strategic Plan Objectives

This report's recommendations are in line with the following Strategic Plan items:

- Be stewards of City lands to optimize benefits to community well-being
- Create engaging public spaces
- Create diverse, natural, open-space experiences throughout the community
- Enhance economic development opportunities in Port Moody
- Diversify the City's revenue sources to ensure sustainability
- Encourage and promote community opportunities for the public to experience arts, culture, and heritage activities
- Encourage and promote community events
- Embracing new ideas, encourage creative thinking and trying new approaches.
- Inspire environmental actions and advocacy.
- Encourage public participation

Report Author

Rob Vagramov, Mayor

Report Approval Details

Document Title:	City Lands - One Year Later.docx
Attachments:	
Final Approval Date:	Sep 30, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer



City of Port Moody

Report/Recommendation to Council

Date: September 11, 2019
 Submitted by: Mayor Rob Vagramov
 Subject: Official Community Plan – loco Lands and David Avenue Connector ROW

Purpose

To propose, as a first step to removing the Road Right-of-Way along Bert Flinn Park (commonly referred to as the David Avenue Connector), that the Official Community Plan be amended to remove the Special Study Area designation for the loco Area, and to restrict density to the level permitted under the current zoning; and to direct staff to begin the process of removing the Road Right-of-Way commonly referred to as the David Avenue Connector.

Recommended Resolution(s)

THAT staff be directed to bring forward an Official Community Plan Amendment Bylaw to remove the Special Study Area Designation for the loco Area, and to restrict density in the loco Lands Area to the level permitted under the zoning currently in place;

AND THAT staff be directed to remove the Right-of-Way commonly referred to as the David Avenue Connector, and to incorporate its land into Bert Flinn Park;

AND THAT a budget of up to \$75,000 be approved and referred to Finance Committee for a reserve funding source.

Background

Council's Strategic Plan for 2019-2022 directs us to "optimize and expand parks to meet the community's needs," and Council's strategic planning process has identified the unification of Bert Flinn Park and removal of the right-of-way bisecting the Park (commonly referred to as the David Avenue Connector) as one of Council's top priorities for the current term.

The public dialogue surrounding ROW removal has been intense over the last three years, and all sides and points of view on the issue have been duly heard and considered. Numerous indicators suggest that there exists significant public support for the right-of-way's removal. These indicators include hundreds of resident participants at City Hall rallies, countless emails to Council spanning 8 years, numerous resident letters published through the local press, and a landslide election result for the candidate advocating ROW-removal in the 2017 by-election, and electoral success in the 2018 municipal elections for several candidates campaigning on ROW removal.

The City's own public consultation process on the issue provided further confirmation during the spring of 2018, when the City invited residents to evaluate 16 possible route alternatives on the north shore. The exercise drew roughly 1,300 responses – an unprecedented response rate for such exercises – and a substantial majority of all respondents advised the City that the option they preferred most was to keep the existing road system while limiting density on the loco Lands. In contrast, the idea of installing a road through Bert Flinn scored the worst rating of any major option considered by the public.

Discussion

While Council direction has been given to remove the ROW and unify the park, there have been delays in the implementation of this initiative until the council's strategic plan, including tactics, have been finalized.

This report seeks to continue the process, while simplifying it, and focussing on two issues:

1. Removal of the Special Study Area designation on the loco Lands in our OCP and restricting density to a level no greater than that allowed by current zoning, and
2. Removal of the ROW, for inclusion into Bert Flinn Park as parkland.

It is important to clarify that Point #2 above does not seek to physically alter the gravel service road, which is to be left in place for recreational, service, and emergency evacuation use.

Staff, as well as the City's legal counsel, have reviewed the motions recommended in this report. The process proposed here is expected by Staff to be the most cost-effective means to remove the ROW and incorporate it into Bert Flinn Park.

Financial Implications

Staff anticipate this process to cost approximately \$30,000. This report sets out a maximum budget of \$75,000 to be funded from reserve, so as to have no effect on the municipal tax rate.

Council Strategic Plan Objectives

This report's recommendations are in line with the following Strategic Plan items:

- Optimize and expand parks to meet the community's needs
- Review the OCP regularly to ensure it aligns with the community vision
- Create diverse, natural, open-space experiences throughout the community
- Address global climate change with local actions
- Reduce the City's impact on the planet
- Inspire environmental actions
- Focus on user experience in park planning and design

Report Author

Rob Vagramov, Mayor

Report Approval Details

Document Title:	Official Community Plan – Ioco Lands and David Avenue Connector ROW.docx
Attachments:	
Final Approval Date:	Sep 30, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer



City of Port Moody

Report/Recommendation to Council

Date: September 27, 2019
 Submitted by: Mayor Rob Vagramov
 Subject: Official Community Plan – Moody Centre

Purpose

To begin a public dialogue on Council regarding our shared vision for the Moody Centre TOD neighbourhood by way of direct feedback to the Developer Consortium's now-public vision for Moody Centre TOD, and by beginning OCP discussions regarding Moody Centre with the starting point of jobs space and affordable housing as a focus for the neighbourhood.

Recommended Resolution(s)

WHEREAS Council does not believe that the Developer Consortium's Preliminary Master Plan for Moody Centre (as presented September 26, 2019) complies with current public sentiment,

BE IT RESOLVED:

THAT Council does not support the Developer Consortium's Preliminary Master Plan for Moody Centre as presented at a September 26th 2019 public open house;

AND THAT Council wishes to see the following considerations addressed on any future draft plan for Moody Centre TOD from the consortium and/or its constituent members:

- **Primary neighborhood focus on development to support high-value employment in growing industries related to technology, science, education and innovation,**
- **Reduced tower count,**
- **Varied and reduced tower heights (not to exceed Build Form Scenario A),**
- **Reduced population density (not to exceed Build Form Scenario A),**
- **Credible jobs projections (related to anchor tenants, etc.),**
- **Significantly increased market rental housing component,**
- **Significantly increased below-market rental housing component,**
- **More green space and/or park amenity contributions,**
- **Exciting architecture that adds distinctiveness to the neighbourhood.**

AND THAT the upcoming revision of the Official Community Plan include a re-visioning for the Moody Centre neighbourhood to focus primarily on affordable residential units, and revitalizing the neighbourhood as a regional employment centre (Moody Innovation Centre), with the addition of market housing.

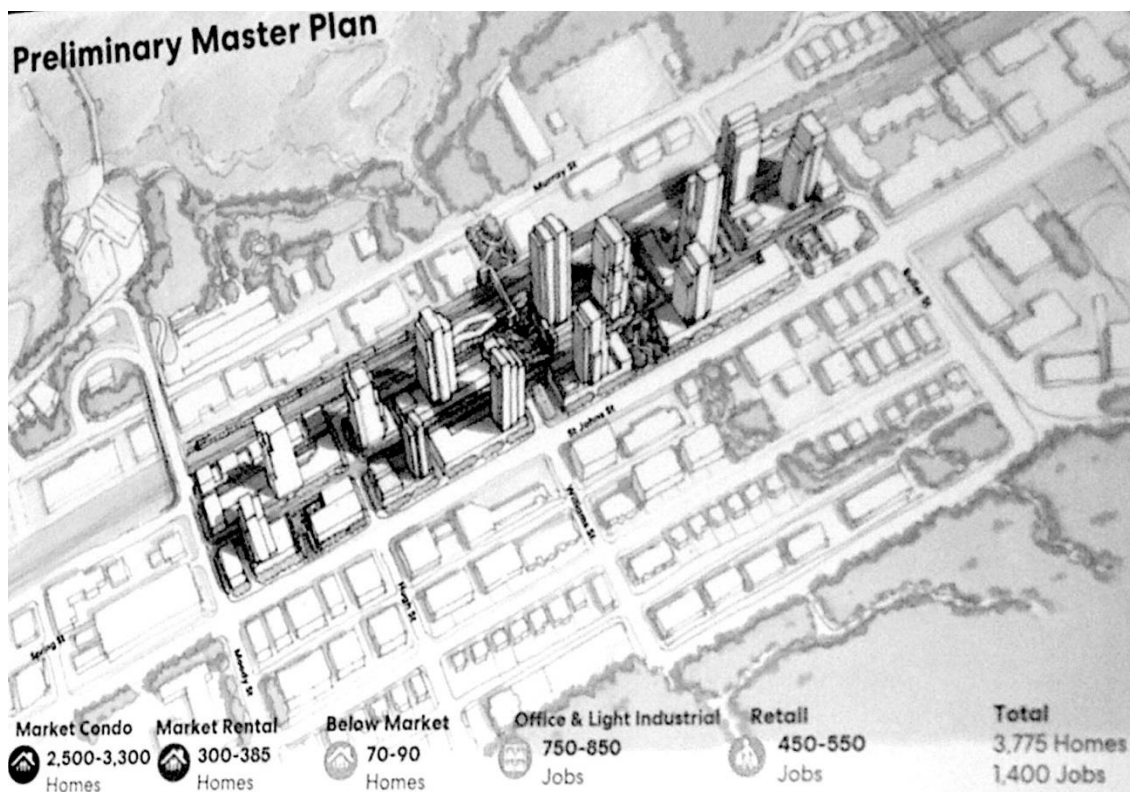
Background

The 'Moody Centre TOD' amendment to our OCP was adopted in 2017, outside of the 'usual' OCP review cycle, and caused considerable consternation in the community. Many questioned the legitimacy of public input exercises [Attachment 1] with under 200 participants, and considered the adopted increases in density and tower heights to be excessive, unnecessary, and poorly suited to the neighbourhood and to the carrying capacities of nearby parks, roads, and services.

This summer, public Council discussions regarding the TOD area's potential role in revitalizing Port Moody's jobs economy have sparked renewed interest in the status and future of Moody Centre. At the same time, discussions between the City and the Moody Centre Developer's Consortium - which has been working on a plan based on the controversial 2017 OCP amendment - have unfortunately occurred behind closed doors, and without much direct Council involvement up to now.

Recently, Council has received a confidential draft of the consortium's master plan. Meanwhile, the Developer Consortium initiated a series of public and invitational open-house sessions, hosted by the global architecture and design firm Perkins&Will, to display some details regarding their Preliminary Master Plan to the public. This public version, as presented at a September 26th 2019 public open house (hereby referred to in this report as the Developer Consortium's Preliminary Master Plan for Moody Centre), serves as the basis for this report.

While the confidential version of the Plan received by Council may or may not contain additional information and details, the information thus far provided to the public has generated concern.



"Preliminary Master Plan" - Photograph of a Perkins&Will presentation at a public open house, dated September 26th 2019.

Discussion

The Developer Consortium's Preliminary Master Plan for the Moody Centre neighbourhood, as presented at a September 26th 2019 public open house, features a wall of thirteen high-rise towers comprising some 3,775 residential units that, assuming an average of just 2.0 residents/unit, could be bringing 7,550 residents to just a handful of blocks.

The Preliminary Master Plan figures dwarf the Build Form Scenario A [Attachment 1], upon which the controversial 2017 OCP amendment was based. Scenario A envisioned a series of nine taller towers plus a few midrise structures, and a population estimate of 3,339. Whether one assumes a 1.5 or a 2.0 person-to-unit ratio, it is clear that the Developer Consortium's Preliminary Master Plan vastly exceeds what was considered by many as a "worst case scenario" vision for neighbourhood over-densification.

Based on the discussions around the Council table, the Developer Consortium's Preliminary Master Plan features an unacceptably low number of market rental (300-385 units, or ~8-10%) and below-market rental (70-90 units or ~1-3%) units. It is paramount that Council expresses, at this early stage, its expectations for significantly boosting these numbers in any future revision.

Finally, Council's desire to rebuild Moody Centre as Port Moody's economic zone, as expressed in the recent creation of the Moody Innovation Centre Task Force, must be clearly expressed in Land Use Policy. In September 2019, Council directed Staff to officially re-open the City's Official Community Plan. This report recommends a starting point for this review of Moody Centre, which is a primary focus on affordable housing, and building Moody Centre as a regional employment hub. The following sessions involved in this OCP review process would provide Council with the opportunity to collect input from the public, and have the much-needed conversation outlining Council's vision for Moody Centre.

Avoiding market housing in the Moody Centre area altogether is neither feasible, desirable, nor suggested. That said, having market housing as the primary purpose of the neighbourhood, as the Developer Consortium's Preliminary Master seems to suggest, is neither a reasonable starting point for a neighbourhood built around technology, education, and innovation jobs, nor a desirable outcome for a neighbourhood so perfectly suited for employment-related growth.

As such, the goal of the final motion in this report is to give Staff a starting point with their report to Council regarding the review of the OCP's Moody Centre neighbourhood vision, specifically. Public input – in whatever form Council deems fit (whether online, open houses, public hearings, etc.) – will be a crucial step in the OCP review process, and is not precluded in any way by this report's recommendations.

Financial Implications

None, as this report seeks only to guide staff's existing work, not create new work.

Council Strategic Plan Objectives

This report's recommendations are in line with the following Strategic Plan items:

- Review the OCP regularly to ensure it aligns with the community vision
- Identify and explore opportunities to develop economic zones in key neighbourhoods
- Support development and revitalization of commercial neighbourhoods

- Make Port Moody attractive to growth business sectors and targeted industries
- Support growth in the number of well-paid local jobs
- Enhance economic development opportunities in Port Moody
- Encourage green, clean, or creative light industry
- Review proposed development projects on a regular basis
- Encourage public participation
- Ensure that available housing meets the community's diverse and emerging needs

Attachment(s)

1. Public Consultation Summary - Moody Centre Station TOD Open House #1

Report Author

Rob Vagramov, Mayor

Public Consultation Summary

Moody Centre Station TOD Area Plan Open House #1



Lead Division: Planning



October 2016



www.portmoody.ca/moodycentre

Public consultation details:

Open House: October 6, 2016

Venue: Kyle Centre

Number of people registered: 60

How we collected feedback:

 Online survey  Paper survey

of surveys completed: 123

Respondents self-identified their connection to the Moody Centre TOD area. Respondents could select more than one response:

73 live in the area

54 own residential property in the area

14 work nearby

12 are business owners in the area

3 rent residential property in the area

21 are "other"

Communication tactics:

-  Targeted print invitations
-  Targeted email invites
-  Ads in the local newspaper
-  Media release
-  Posters in City facilities
-  Display boards at event
-  Project webpage & e-notifications
-  Social media

Additional Notes

While public consultation and survey results provide the City with valuable information, please note the views expressed do not necessarily reflect the views of all Port Moody residents.

Scope of the Consultation:

The Council-endorsed Terms of Reference for the Moody Centre Station TOD Area Plan breaks work out into two phases:

Phase 1: The Issues and Options Phase ◀ *we are here*

Phase 2: Land Use Policy Development and Preferred Land Use Plan

As part of Phase 1, staff developed and presented a range of options for feedback at a public open house.

Key Findings:

Guiding Principles:

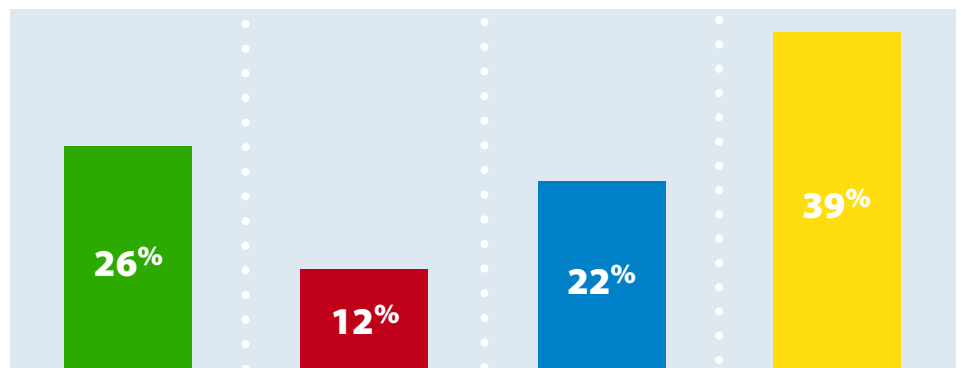


Respondents identified the top three guiding principles as **retail that serves the local community (91%)**, **parks and open spaces (79%)**, and **housing for families (79%)**.



Built Form Scenarios:

Comments on the growth scenarios were varied and thoughtful. **61%** of respondents made positive comments towards one of the three built-form scenarios, while **39%** did not have any positive comments towards any of the scenarios. Each respondent's comments were reviewed and broken down into the following categories:



were most positive towards **Scenario A** (population of 3,339, 4x12 storey and 9x26 storey buildings)

were most positive towards **Scenario B** (population of 4,002, 4x6 storey, 5x26 storey and 4x40 storey buildings)

were most positive towards **Scenario C** (population of 4,665, 9x26 storey and 4x40 storey buildings)

did not see the need for change from the current OCP/felt all scenarios were too much growth

see page 3 for visuals of the scenarios

Moody Centre TOD Area Plan - Guiding Principles²⁷⁴

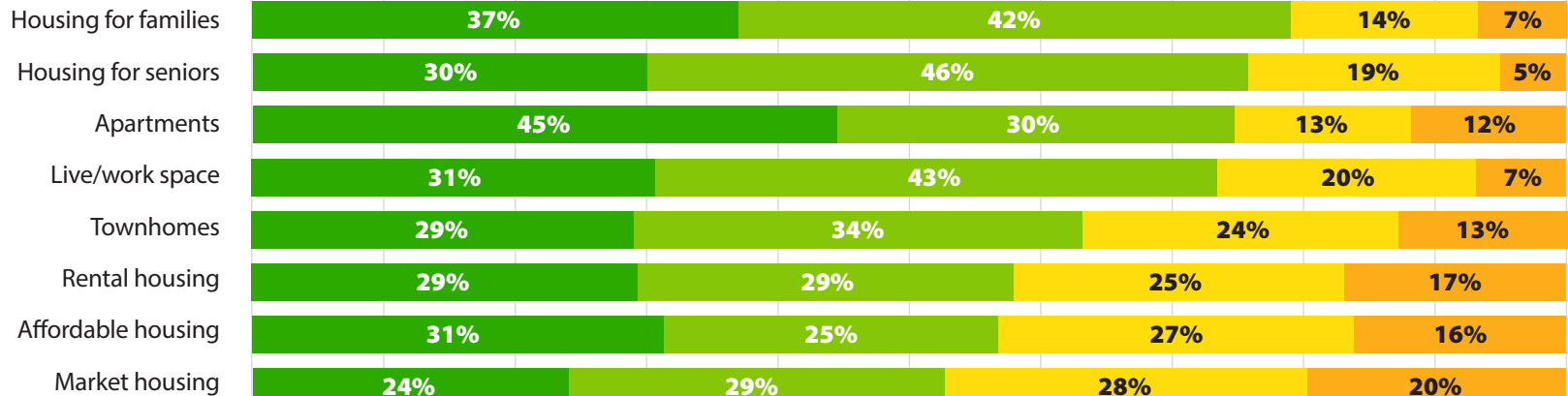
Note: Respondents were asked to indicate the importance of the following principles:

■ Very Important
 ■ Important
 ■ Not Important
 ■ Definitely Not Important

Due to rounding, some totals may not equal 100%.

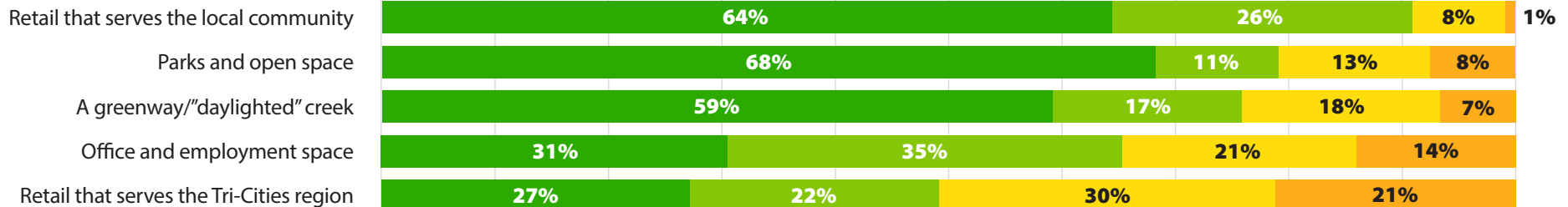
Residential Housing

"Housing for Families" was the most important • "Market Housing" was the least.



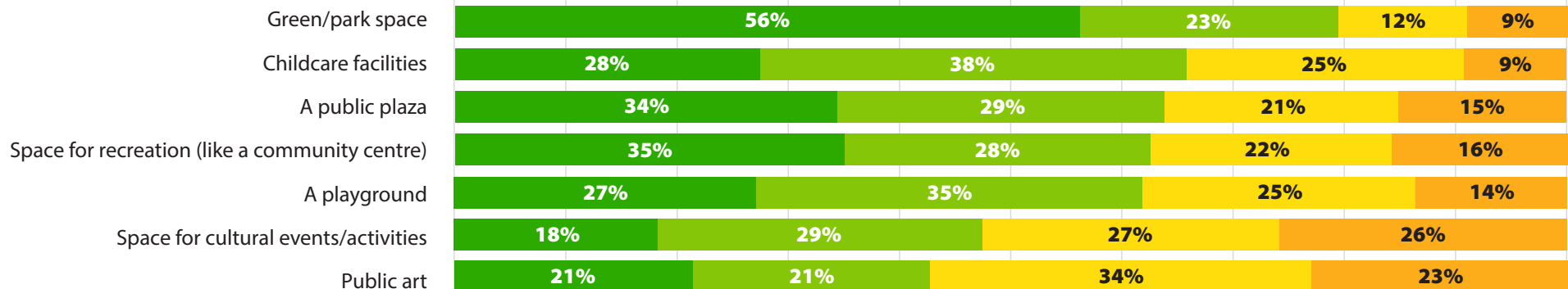
Mix of Land Uses

"Retail that serves the local community" was the most important • "Retail that serves the Tri-Cities region" was the least.



Community Amenities

"Green/park space" was the most important • "Public art" was the least.





Moody Centre Station TOD Area Plan Comments

Here are responses to the question “is there anything else you’d like to tell us?”

Note: Comments are presented verbatim, including typos and grammatical errors.

- I have lived in Moody Centre for most of my life (50+ years). I believe it is time for the city to get on with the re-development of Moody Centre. With the very near completion of Skytrain, it seems Port Moody is very behind schedule for re-development compared to neighbouring communities like the Burquitlam area (Bosa Towers) etc. and Coquitlam Centre area. With the Moody Centre Station being the main hub with Skytrain, West Coast Express the city needs to focus on increasing the density substantially and working with developers to build highrises and 6 to 8 storey condos. Especially in the 400m zone. Townhouses should be built further away from the station. 800m zone and further. Townhouses really don't increase the necessary density. There are social, convenience, economic and environmental benefits to high density in Moody Centre, if designed to be mixed use, walkable and pedestrian focused. High density is essential for creating more affordable housing (condos) with lots of amenities, which Moody Centre is severely lacking. Having a number of good corner stores, deli's, restaurants, cafe's and other services within walking distance of most homes in 400 to 800m zone of transit delivers a higher quality of life to all residents. Increased density also reduces driving, traffic congestion and the vast amounts of air pollution (carbon) that comes with it. I “really” support high density in Moody Centre.
- There is not enough parking anywhere in our cities when you create density. Developers create such small parking stalls in undergrounds, so Port Moody should create a bylaw that makes the stalls a bit bigger so you can actually get out of your car when two large cars park beside each other without hitting the car beside you. Also, since housing costs are so high, many families have more than one car but are not able to live in houses. So the solution, create a bylaw that makes developers put in 1 parking spot for every bedroom sold. so if you purchase a 1 bedroom you get 1 parking spot with your purchase, 2 bedroom gets 2 parking spots and so on. I think having cars all over the road, such as in Klahanie makes the neighbourhood look messy and overpopulated. It straight up looks ugly. Street parking should be reserved for visitors or commercial use only.
- Yes, I think it is very important that city councillors and city staff and officials, DO NOT become entangled either directly or indirectly with property developers. There is a public perception in the Tri-Cities that this plan is being adapted to the whims and fancies of local “officials (as mentioned) which are either directly or indirectly influenced by property developers and not what the residents and citizens of Port Moody wish, or need, or have indicated directly in opinion polls and votes. It is essential that there is an objective opinion and that this does not keep changing, as is perceived it has done.
- Given the moody street overpass was expanded and the existing ped overpass to east, seems not good value for another overpass. The money could be used for other community amenities or how about some street lights throughout moody centre residential streets.
- For that area, I would like to see the creek “daylighted” and greenery such as some park space and public open space. As for the buildings, I would like to see a mix of residential concrete high-rise and wood-frame low-rise apartments. I would also like to see a lively, vibrant retail, restaurant and coffee shops in the area around the Skytrain station.
- The Day-lighting of Dallas creek from St. George Street to Murray Street is probably a 20-30+ year project before completion. The creek-pathway should be noted on Scenario A,B & C so landowners/residents and developers know the assumed 2016 location of Dallas creek.
- Build at least two more pedestrian connections north to Rocky Point Park. equidistant from current options.
- Definitely 18+ storeys to allow density but preserve view corridors. Concrete buildings, not wood frame.
- I wish it to be green space.

- I must say that we are quite happy with our existing occupancies today....BUT..... if the area is to re-develop then it needs to employ greater density and taller, more attractive buildings than have been proposed in order to be successfully tenanted. Have a look at the new neighbourhoods in Coquitlam and Burnaby, where there are a multitude of new projects and attractive developments being constructed today. Port Moody is lagging far behind in this regards. Frankly, it is a HUGE FAILING on the part of the planning dept and council to have been so far off-track with their OCP, especially the update of Oct 2014 and the marketplace has clearly demonstrated its rejection of that plan. If you are going to transform the area, at least do it better than in the past. Sadly, the height and mass illustrations below lack ANY IMAGINATION AT ALL! Why is there so much emphasis on reducing building height.....when taller buildings actually provide less obstruction? Does the planning dept. not realize that 12 stories will block views just as effectively as 26 stories or even 46 stories? If you doubt this simply go to the east end of Jane St. and have a look. The appearance of your mass and height illustrations is that of a concentration camp or of the old CMHC rental apartments that were recently replaced in Vancouver and New Westminster. And, last concern.....Please protect the market potential of the Mill and Timber site. It is one of Port Moody's greatest unrealized assets and can provide a genuine catalyst for development to the surrounding area....along with Rocky Point Park and the Skytrain/West Coast Express. Please don't fall into the trap of concentrating residential along the waterfront, it is best served by commercial, dining, arts, pubs, and other forms of entertainment operations. It could and should become the best 'draw' that Port Moody has, considering that New West, Coquitlam, Burnaby, Port Coq., have nothing to equal it.
- It's very important to create a community like atmosphere within the TOD community but significant area given up to cultural, sporting and rec centres directly within the area would take away too much from the residential/commercial aspect. People are willing to travel a couple blocks to these type of amenities. These should be located close by just outside of the TOD. Rocky Point area, Murray St, and areas south of St Johns St could be used for these purposes. Port Moody planning has been asleep at the switch for too long. Time for it to get its act together. Developers are not interested in what the city is offering them through the latest OCP etc. That is obvious to almost everyone but apparently not to city staff and council. Without developer interest nothing will happen. Time for you guys to show some fortitude. Sleepy time is over. Take a look at what other communities are doing, talk to developers etc. You might learn a something?? Not looking to be a smart Alec but come on! Sky train is about to go into full operation and frankly this very fortunate opportunity is being ignored. The city has become a bit of a laughing stock from what I am hearing.
- In addition to changes in the Moody Centre Evergreen Line Station OCP; the density should also be increased around the Barnet Hwy Evergreen Line Station. 4 stories is a missed opportunity for growth and development. What's currently behind Barnet Honda is an eyesore and I can envision at least 2 x 26 stories mixed use developments. That should be addressed asap.
- Use "tools" to reduce vehicle traffic in the area in line with the OCP's vision, such as cycling and pedestrian infrastructure that connects Moody Centre with Civic Centre/Newport/Suterbrook and parking restrictions/pay parking. Spring Street should be pedestrian and cycling only.
- It is important that this City grows up around its transit hubs. The last OCP didn't properly address this. I feel the 6 story limitations of the Aragon development makes no sense considering its proximity to the skytrain station. We need Vertical development adjacent to skytrain. I am happy to see 40 stories on the table. The same needs to happen on Dewdney Trunk next to the inlet skytrain station. DO NOT pull HIGH density further away into Coronation Park, put it NEXT TO the station!
- A divider down St. Johns Street similar to Dunbar Avenue in West Vancouver.
- No on-board over 6 stories, period!
- Increased size of Rocky Point Park to include large parcel of sawmill site. Should consider the TOD in broader context: What about Moody Elementary site? As available space for park, or as need for interconnection (bike & pedestrian) across St. Johns, it's important. Spring Street as pedestrian corridor seems to have gone out the window... Focus needs to be N. of St. Johns.
- Spain is experimenting with areas like this and parking underground and road is for pedestrians, i.e. Spring Street. Good approach. Google "Barcelona Superblocks".

- View Corridors - Building forms greater than 6-12 storeys ~~2718b~~ block out all or nearly all view of trees/mountains/water for nearly the entire Moody Centre area south of TOD area which would be a terrible loss and destroy any hope of heritage/residential value being maintained. Any rezoning for large numbers of residential spaces as contemplated in all scenarios proposed (including current OCP) MUST include concrete and pre-development upgrading of traffic control and planning infrastructure for rest of Moody Centre south of St. Johns Street which will bear LARGE increases to commuter/through traffic N/S up Gatensbury Rd./Moody & Grant Corridor. Gatensbury Rd. already has 6800 vehicles/day on a collector route designed for less than 2000. 710% of traffic travels more than DOUBLE posted speed limit per April 2016 PM Police survey. No sidewalks/speed bumps/lane narrowing/4 way stop at top of hill have been implemented on the 13%+ grade with 120 degrees plus hairpin corners. Increasing volume on this route even more with upzoned population in TOD will worsen existing grave safety issues which desperately need to be addressed. No pedestrian will be safe until improvements are made, and pedestrian use of Gatensbury has been increasing every year for the past 6 years, from personal record keeping.
- Many things should be considered, such as:
 1. Expansion of the local hospital
 2. Increasing the number of police with good knowledge
 3. Widening of Spring Street between Grant and Moody streets
 4. Minimizing the noise and dust during construction of any part of any scenario (none of them are acceptable)
 5. Another public hearing before any action

as this is at the Moody Centre sky train station density is important. a mixed family area with work live space. they are very close to Rocky Point park so lots of green space here.
- Any of the "important" boxes checked above are not in any way an endorsement of any of the development plans presented below
- I'm not in favour of a forest of high rises in the TOD area, would much prefer to see low rises and town homes, It's a shame what has happened to Coquitlam Town Center, with it's myriad of uninspiring bland, towers that will not age well and have resulted in traffic gridlock around the area. I would not like Pomo to end up the same way.
- I wish you had "neutral" option in some of the above questions. I would much rather see employment opportunities in the area than residential -- and no dense residential, and no towers. If there was to be some residential, then I would choose "affordable" - "rental" - "senior" - "live-work." Not market condos.
- I have no idea where the Golden Spike Lane is. My teens take public transit from Heritage Woods area to PMSS and SFU so it's important to us that public transit and safe/well lit areas to walk are abundant. Green space is also important and I never want to see areas such as around Coquitlam Centre where the streets are dark and over-shadowed by high rises. We need to keep the area friendly and catering to those walking the streets.
- does one developer build these? i would think numerous companies would take this on. that'll ensure they get done faster, and the competition ensures quality and price efficiency
- I disagree strongly with the idea that no offices or institutions will come. That ignores the basic solution to over-building what is already a commuter area, that is creating work near where people live. Without nearby employment, the area will continue to be over-priced and over-crowded. On top of everything else, we are expecting that all of this density will have no effect on quality of life- public space and time in transit. The lure of tax receipts is surely valuable, if public services and traffic alleviation measures are put in place. But I don't see any real plans for these, and they haven't accompanied any of the phenomenal growth thus far. So, the quality of life is likely to go down a lot. Surely the increase in taxes can be used to address these issues, otherwise what is the point of growth?
- All scenarios look silly. What and who are these towers going to house? Where will they park and what roads and services and going to service these monstrosities? Not a human scale at all reminding me of a downtown Calgary...a dark and dirty ghost town after hours. Are these towers for banks? i don't get it.

- I am surprised and somewhat upset by the great scale of the buildings that are proposed and wonder what our original OCP was for if the proposals are so very different in scope. I am saddened and unimpressed by the thought of our lovely community becoming another MetroTown. So sad.
- Why are there high rises in this plan? We just went through the process of rewriting the OCP, and these very high rises were nearly universally not wanted. What is the process that allows the very development that caused such controversy to be represented in this fashion?
- I believe that the general idea for the development is great - BUT we desperately need a major traffic upgrade such as the Murray/Clark Connector to get the traffic flowing through or around Port Moody. It is already painful to have to go through Port Moody in rush hours.
- The proposed scenarios show negligent planning, as the St Johns and Clarke Street corridors cannot handle the added traffic caused by such an increase in population. The plans shown here are untenable because of the added burden. The reasonable plan, the current OCP plan for Moody Centre (buried in the middle of the brochure so no one would see it) calls for 12 storeys. This would added an unwanted traffic burden, too, but it is the best plan we have. I caution the City of Port Moody. This glossy production's aim is to reject the public will, the 12 storey maximum version. We don't want the city to kowtow to developers; we don't want the city to aim for maximum density to create more taxes. We want a liveable city and the reasonable scenario that has had hours, months and years of decision-making already poured into it. The amount of air pollution from traffic would also affect public health. But that's not all...The City of Port Moody planners and council seems to think people will quit driving their cars and take the SkyTrain, West Coast Express and buses. It seems to think that the public will be educated overnight and grasp the idea and the dream of reduced auto traffic and increased use of public transit. I think this is a utopian view. Watching any HOV lane in the area will show that such utopianism is a pipe dream because even the HOV lanes are underutilized. What makes you think people will use SkyTrain, if they are too lazy to even carpool? While I have a small footprint, most people don't and the traffic problems the scenarios shown here will cause in Moody Centre many added problems. If the city goes ahead with its misguided effort...against the public will... Port Moody will distinguish it for its gross lack of foresight and innovative planning. It will surely impact Moody Centre negatively and it is a destination because of its amenities and small town feel. That will be gone if you go ahead with these plans.
- Transportation is fast becoming the City's migraine. Roads are already clogged especially at rush hour and getting worse all the time. You're not going to get people to change habits if you make rat-running opportunities more available by building road overpasses....traffic needs to be contained along St John's and minimized down Murray (more traffic here must surely run counter to any desire to have this as the green space 'crown jewel' of the City.) With the proximity of Inlet and Rocky Point parks...we don't need some kid(s) getting run over either. The other thing to bear in mind is that people are going to park at this transportation hub. In fact, the side streets are already loaded with commuter vehicles who can't park at the station or choose not to and save \$3 a day. Imagine what'll happen if Transit charge a more realistic daily rate of \$6 or more. (By the way, you could make it free and you still won't solve the issue...all studies show that free parking around hubs like this just creates more demand and encourages bad behaviours). You're going to be limited to in underground parking - it's about \$35,000 per stall underground - and then there's the water table to consider.
- Having grown up in Port Moody and then to return with my family to establish roots in the community, I am keenly invested in the thoughtful development of this fine city. While I agree that the Moody TOD is necessary, I want to always reiterate the multigenerational needs this city will have. If we keep children and seniors at the forefront of our community planning combined with pedestrian friendly transportation and multi use outdoor space, the rest should fall into place. Commercial and Mixed land use is essential in these transportation corridors but the question of appropriate density is tough.
- Another connection over the railway line at the Station is very important to help link both 'sides' of the community.
- Walking bridge over the tracks at the Skytrain station would have a hugely positive impact on the area.
- The plans offer WAY too much density. And these questions pre-suppose support of them.

- After living in an apartment in Newport Village for 4 years, I see a great need for hotel/motel retail space. Most apartments are too small to have overnight guests for more than two nights so hotels or motels in the area would add to the “livability” of the area. High-rise buildings need to offer a variety of apartment sizes to accommodate those people who are downsizing and need a bit more space than most modern condos offer. At least 1300 sq. ft. should be available on a variety of floor. Otherwise, the buildings become attractive to young couples or students, both of whom tend to be transient populations in a strata community that needs a solid base of permanent residents.
- We get one shot at this.. There needs to be high density in close proximity to the skytrain stations. 4-6 story buildings next to skytrain are a waste of land. Locations like this and like on Dewdney Trunk by the skytrain need to have towers.
- did not understand previous 2nd to last question
- Rocky Point is excellent park minutes away from this location. With skytrain station investment and lack of commercial demand we need higher density in this area. Parks and recreation existing in close proximity and not needed in this corridor. Given the significantly high prices of real estate we need to increase density beyond this corridor. Townhomes and in high demand (ex Sutherland sold out first weekend) and townhomes will be best way for young residents to raise families in this area. Otherwise they will continue to migrate to Maple Ridge.
- It’s important that we keep Port Moody ecologically protected, and beautiful. We need to be careful not to stress the shoreline with excessively dense housing. The number of people coming to PoMo is already set to spike, thanks to the sky train.
- Port Moody, the so-called City of the Arts, is very difficult city for my dance school to survive in. The only place I can find to rent is VERY expensive and there is nowhere I can afford to buy here that I can operate out of. My landlords are always hoping to get rid of me to develop the places I rent into more lucrative types of properties.
- I hope that the Spring Street vision of a bike and pedestrian friendly lane is realized. Currently it is being used as a Clarke Street bypass during rush hour and it’s becoming unsafe.
- “New pedestrian/bike overpass linking the SkyTrain Station to Murray St. at Williams St.” This is the most important thing.... I like in Klahanie and I would love this!
- As someone who walks to the station daily from Klahanie, I find the situation on Spring Street between Williams and Electronic Avenue to Buller is unacceptable. Many pedestrians use this route to and from the station daily. There are many more who might if it wasn’t so unappealing. There is no sidewalk on Spring Street and the sidewalk on St. Johns is through a maze of driveways, close up to fast moving traffic. In bad weather conditions the route is slippery, pedestrians get splashed by fast moving traffic in rainy conditions and the lighting on Spring Street makes it look like a prospective crime scene. In fall/winter I take the bus on account of safety conditions which should be unnecessary. This is unfortunate because there are many who need the bus to go much farther and some are left behind when the bus is full. A plan to better manage pedestrian access to the station from residential areas nearby is much needed for this station to encourage more pedestrian use by the 2000+ people who are 10-15 minute walk from the station.
- As a regular Westcoast express user....Will need additional new affordable parking spaces (no more than \$3 for the day) as I think its terrible that we get charged to park for commuting as transit is already very expensive. Bus service is very weak where I live so driving to the station is my only real option. Parking is ok now but with the new skytrain line starting parking will get far more crowded.
- A map showing these options would have been helpful...
- if a new library can’t be built near the city hall, this would be the next best choice in this area.
- I would like to see a low-density model applied for Port Moody, which includes the construction of town houses for residential accommodation and low to mid-rise buildings (up to 12 storey high) for offices / commercial space.
- Housing/townhomes/apartments should be 3+ bedrooms to provide quality and affordable spaces for families and larger households.
- Please remove parking requirements. Our community growth, alongside adjacent communities, can longer support free street parking and large space allocated for parking. Our community is behind the curve in active transportation infrastructure. We

- Should consider impact of the 2000+ people on Rocky Point Park. Even if some small green parks are included in the TOD, the draw of the inlet is crucial; people will want to go there for recreation. Rocky Point Park size must be increased, at least 50% (Sawmill site). OCP wanted focus on Spring Street as pedestrian corridor and avenue for plazas and focus. It is crucial that Spring Street be an open way with some daylight, not a canyon like in the block west of Moody. The green of the Chineside is an important backdrop to south facing moody centre. The pedestal concept is good provided the pedestals are small enough that from Murray St and from the train station, that a good portion of green is still visible. Keep very prominent pedestrian and cycle way between the transit station and the TOD as well as Moody street overpass. Provide COPIOUS underground parking across all the TOD area, for park & ride etc. Underground parking should not be on a per-building basis but across a several block section. The whole Vancouver area is going for high rise density to get maximum revenue \$. Port Moody should consider the San Francisco Bay Area model (Palo Alto, Mountain View etc). Those towns do not strive to be Tokyo or Shanghai, but have made a special 'brand value' out of their location and much less intense density focus. Port Moody's value is its natural setting and opportunity as a breath of fresh air in the broader Vancouver area. Port Moody would be well placed to try and preserve its identity rather than 'me too' another False Creek.
- Going through the related materials on your website I reviewed the market study by Colliers International. While the information provided in this study is very informative and makes good business cases, I do find it concerning that the only study I could find was prepared by a Real Estate company. I would strongly encourage the City to also commission independent studies by urban planners that focus on quality of life and building communities without bias towards development. The question to ask is: what is best for current and future residents?
- Traffic on St. Johns Street is already a nightmare during rush hour. Equally bad are Clarke Street, the Moody Street overpass, and Murray Street. Any increased housing and amenities are going to put further strain on our roads, and folks seem dead-set on avoiding transit as an option to commute. Additionally, parking at Rocky Point Park is often very challenging and the addition of our four breweries (which I love so dearly) has made this situation exponentially worse. People are going to drive, and there needs to be better parking options, or enforcement, or something. This could work with the proposed pedestrian overpass.
- a big concern is parking in this area and it doesn't look like that has been allotted.
- The traffic restriction where the Moody street overpass meets Clarke street which prevents southbound traffic from driving straight through onto Moody during morning rush hour is a huge impediment to reaching Moody Centre Station. The community buses (C25/C26) take this route to access Spring street to get to the station, but cars are not permitted to take this route on weekday mornings. That is the most direct route to reach Moody Centre station from Clarke or Murray street. We badly need better access from the west side of the station during peak hours. Currently during the morning rush, the only access is from St Johns, which means a long detour for those of us who live along Murray street closer to the overpass. This contributes to the morning congestion along St Johns since it's the only access to the station. Also, another north-south vehicle overpass over the train tracks is DESPERATELY needed. Moody street gets extremely congested during evening rush hour since it's a choke point to reach Murray street from both Moody Centre station and from Barnet highway.
- Please fix the traffic situation in this area before developing MORE condos or residential developments. Not sure if you noticed but traffic is a mess all around this area right now especially during rush hour. Another vehicle connection to Murray street would ease traffic in port moody so much. The moody overpass crawls during rush hour. I come down gatensbury and then sit at the light on moody/st Johns for sometimes 2 or 3 lights before I can make it thru because traffic is so backed up and im nervous with the skytrain its only going to get worse. Very frustrating. Thank you for allowing us input!
- The market is very active and it is important that the City get their regs in place as soon as possible so as not to miss the market.
- I'd like traffic calming to be a part of the plan. The residential streets are overrun by commuter traffic and we've been waiting/complaining about the issue for years. When is council going to pay attention to the needs of residents in Moody Centre? We are a neglected, throw-away residential community, compared to the North Shore or Heritage Mountain.

- My hope for the area would include green space (currently lacking), daylight creeks, and shops for local residents that can be walked to. One of my favorite activities is to walk to cafe divano, and then take my daughter to rocky point park. To have more such cafes, shops, and playgrounds would help provide relief to rocky point park, which is already a zoo on sunny days, and thriftys, etc. which is similarly busy. I think we need to consider improving the city facilities for current residents instead of trying to build out to max capacity. The idea of looking at a mini metrotown in the centre of what is a waterfront city is so disheartening. Surely we can do better than that. Encouraging people to work and live in the same city will be challenging if there are no office spaces to work in. Traffic will get worse, the demand on green space will get worse. Frankly, even dog/people interactions will get worse. I think that the commercial area needs to be maintained, and not just stuffed with more people.
- We should encourage car sharing and ridesharing to limit the amount of space required for park and rides. Density should be brought in to encourage affordability, more community amenities and a grocery store.
- In the Mix of Land Use section the questions are very biased towards retail use. Currently this area supports a diverse group of businesses, including catering, car repair, furniture maker and a strength and conditioning (gym) facility. By focussing on retail and office space, most of these businesses will not find a new home, either being pushed out of Port Moody or just closing down altogether. I am a strong supporter of shopping locally and as business diversity declines through redevelopment and the construction of more retail space, options to stay in the community for your car repair, catering etc services decline. And when those types of business leave, we are left with less options. For example, right now I can walk home after dropping off my car for maintenance. If we are trying to promote a walkable/cycling community, I feel we need to retain a wide range of businesses that can serve the needs of the community, and not just from a retail/shopping perspective.
- I think this kind of development (TOD) is long overdue for this area.
- City should push hard to get employment on site besides retail jobs. Do all the scenarios include daylighting Dallas Creek? And creating a "greenway"?
- How does this help the public envision alternative land uses when all 3 scenarios include only highrises and medium/high density scenarios? The City should stick with the OCP which allowed for a maximum of 12 stories. If the public is weighing in on a proposal for increased density and highrises, the City should also share the other locations that this is or will be proposed (e.g. near the old mill site). That would allow for a full scope / true picture. I would like to see a the following in that area: * Greenscape and tennis courts, * plaza or townhomes / lowrise apartments with stores on the bottom like Newport Village. *Zoe an Rick please STOP this from becoming a reality.
- Why consider / mention a new vehicle connection between William St and Electronic Ave? That would still cause traffic issues. The Bottlenecks would remain the bridge at Moody Street, loco Rd Intersection; Barnet Hwy & Bottom of Clark Hill. At the Open House (Oct 6) there was a poster stating that current building height is 12 storeys but no development proposals have come forward. It seems like you want to go to 26 & 40 storeys because 12 storeys has not worked out yet. You should stick with what the OCP proposed and let development take its time. This is not a place to jam in 40 storey buildings.



City of Port Moody

Report/Recommendation to Council

Date: September 17, 2019
 Submitted by: Planning and Development Department – Policy Planning
 Subject: Electric Vehicle Charging Fees

Purpose

To present for Council consideration a pricing strategy to impose fees for electric vehicle charging at City-owned electric vehicle charging stations.

Recommended Resolution(s)

THAT the electric vehicle charging fees be incorporated in the 2020 Fees Bylaw as recommended in the report dated September 17, 2019 from the Planning and Development – Policy Planning Division regarding electric vehicle charging fees.

Background

In the Provincial Clean BC Plan¹, the Province mandated that 100% of new cars will be zero-emissions vehicles (ZEVs) by 2040; 30% ZEV by 2030; and 10% ZEV by 2025. With the expected increased sales of electric vehicles in BC, investment and management of infrastructure will be required to support the associated increased use of electric vehicles (EVs) in Port Moody and throughout the region.

At the May 14, 2019 Regular Council meeting, the following resolution was passed:

RC19/219

THAT staff be directed to apply for the Natural Resources Canada Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative funding opportunity as recommended in the report dated May 2, 2019 from the Planning and Development Department - Policy Planning Division and the Community Services Department - Facilities Division regarding NRCan Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative - DC Fast Charger Funding Opportunity;

AND THAT a capital project be established for the installation of a DC Fast Charger with a budget of \$120,000, with up to \$55,000 funded from the Gas Tax Reserve;

AND THAT staff report back with a proposed public pricing strategy for DC Fast Charging and Level 2 electric vehicle charging stations.

¹ https://cleanbc.gov.bc.ca/app/uploads/sites/436/2018/12/CleanBC_Full_Report.pdf

Discussion

The City does not currently require payment for the use of City-operated electric vehicle charging stations that are accessible to the public. Offering free charging has been an effective approach to encouraging early EV adoption through providing low barrier access to necessary infrastructure; however, over the past year, based on data collected from the stations and comments received from users, the stations are not being used most efficiently due to the lack of turnover. Imposing a fee for EV charging is a mechanism used by many other communities such as City of North Vancouver, City of Vancouver, and City of Coquitlam to ensure more efficient use of the stations in order to maximize the number of EV drivers accessing the stations.

The two types of stations owned by the City are outlined below:

- Level 2 (208V or 240V): provides approximately 30 km of range per hour of charging and takes between 4 and 8 hours to recharge a battery; and
- DC Fast Charger (DCFC) (200V - 400V): provides approximately 250 km of range per hour of charging and takes between 10 minutes and one hour to recharge a battery.

This report will discuss the following topics:

1. electric vehicle charging usage in Port Moody;
2. Natural Resources Canada EVAFII Grant;
3. electric vehicle fee regulation;
4. proposed fee structure; and
5. implementation.

1.0 Electric Vehicle Charging Usage in Port Moody

In the summer of 2018, the City installed Level 2 public charging stations, bringing the total number of publicly available charging ports to 11 in Port Moody. Since becoming active in late August 2018, there have been almost 15,000 charging sessions with more than 2,000 unique visitors. More details on EV charging in Port Moody can be found in **Attachment 1**.

Since the introduction of City-owned EV chargers, staff have received multiple comments from users reporting misuse of the stations. Reports have stated that some users leave EVs unattended for extended periods of time beyond charging needs, preventing other EV drivers from using the stations. Station usage data shows that between the period of August 2019 to September 2019, approximately 20% of sessions had a vehicle that was not charging for 25% or more of the total time the vehicle was parked in the stall. In order to ensure the charging stations are used more efficiently, staff recommend implementing an EV charging fee.

2.0 Natural Resources Canada EVAFII Grant

In May of 2019, Port Moody applied for funding through the Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (EVAFII) to install one DCFC for public use at the City's Recreation Complex. Installation of a DCFC in Port Moody provides an opportunity for existing EV owners to quickly charge their vehicles on the go while making it possible for more residents to purchase EVs who may not have access to at home or workplace charging. On July 11, 2019 staff were notified by Natural Resources Canada that the City successfully secured \$75,000 of federal and provincial funding for this project. The City's approved contribution of up to \$55,000 to the project is funded through the Gas Tax Fund. Since notification, staff and

Natural Resources Canada have signed a Contribution Agreement and Planning and Facilities staff are working to install the DCFC. Staff estimate the DCFC will be available to the public in early 2020.

3.0 Electric Vehicle Fee Regulation

The City may sell electricity for a user fee at EV charging stations without regulation as a public utility under the British Columbia *Utilities Commission Act*. Municipalities are excluded from the definition of a public utility and therefore are able to own and operate EV charging stations with fees for usage. A time-based fee is recommended to encourage vehicles who are fully charged to relocate, as opposed to an energy-based charge that would not impose a fee beyond energy needs.

4.0 Proposed Fee Structure

Staff are proposing a fee structure at City-owned EV charging stations that would enable the City to collect fees for use of the public EV charging stations in order to increase turnover at the stations and recover operating costs. The following fee structure is proposed:

- Level 2 Charging Stations: \$2.00/hour for the first 4 hours and \$5.00/hour for any time thereafter; and
- DCFC Stations: \$0.26/minute.

The initial lower fee for Level 2 chargers is envisioned to help encourage the use of the charging stations, while the increase in price after the first four hours will help to motivate the turnover of users and aligns with the four-hour parking limit in City parking lots where the charging stations are located. The per-minute fee proposed for DCFC stations reflects the time-value of the DCFC. Since DCFC sessions typically last between 10 minutes to an hour to provide a usable charge, hourly rates would not be an appropriate mechanism to ensure efficient use of the station.

4.1 Fee Management

The proposed fees contribute to consistency throughout the region, as they are comparable to EV charging fees in communities such as City of Vancouver, City of Richmond, and City of Coquitlam. The proposed fee structure will support the financial sustainability of the EV charging stations and will allow for recovery of costs associated with the installation and operation of the stations. Revenues collected will be used to offset a portion of the energy and installation costs of the stations.

Accurate estimates of total utility costs incurred by the City for operation of the stations are difficult to determine. Total energy derived costs incurred by the City to-date from EV charging stations are estimated to be approximately \$6,528.59. Energy costs are estimated based on the kilowatt-hour consumption at an energy charge of \$.0606/kWh. This is the energy rate that the City pays to BC Hydro under the Large General Service rate class. Since electrical service for all stations is fed off panels from the nearest main City facility buildings and is not sub-metered, other utility charges specific to the EV charging stations cannot be inferred at this time and are consolidated on the building energy bill.

Estimations of station revenue from EV charging fees are difficult to determine in advance of real data due to the variation in station usage, charging times, and parking. EV charging fees are expected to change behaviour of station users and therefore extrapolations on current data would not be reflective of future usage. Staff will monitor the revenue in comparison to installation and operating costs. In other communities with EV charging fees, revenues have not exceeded installation and operating costs and contribute to ongoing partial recovery of costs incurred by the municipality.

4.2 Parking Enforcement

Parking stalls on City-owned property are subject to the City of Port Moody Street, Traffic and Public Places Bylaw No. 1528, specifically Section 6.2.7. As such, any vehicle parked in a stall on City property is subject to the posted time limit, whether or not the vehicle is plugged in and/or charging.

4.3 Rationale

The proposed fee structure is the recommended approach to meet the following objectives:

- **Increasing EV charging station availability.** Charging a time-based fee will encourage users to stay only as long as is required to receive a sufficient charge, making it available to other users.
- **Familiarity for users.** The proposed rates match those used in other surrounding municipalities. A time-based rate is easily understood and similar to those typically required at parking meters.
- **Encouraging home charging.** Requiring a fee for usage of the City's charging stations will encourage residents to charge at home when possible, further increasing the availability of the charging stations to users who lack access to home charging.
- **Differentiating between charging levels.** Level 2 charging stations have significantly lower capital and operational costs, and provide a lower charging level requiring a longer charging time. DCFC stations cost more to install and operate and provide a quicker charge. Charging user fees that reflect the different charging levels encourages drivers to use the type of station that is best suited to their needs, and increases the efficiency of the station use.
- **Encouraging the transition to EVs.** While these rates are more expensive than home charging, they are significantly lower than the cost of fueling a gasoline-powered vehicle.
- **Recovering costs.** It is anticipated that the proposed user fees will help recoup some of the operating and installation costs over time. Recovering some costs associated with the current stations may enable further investment in public charging infrastructure.

5.0 Implementation

Through the ChargePoint network, the City can easily implement fees in City-owned stations. This is achieved by setting up a pricing policy on the administrator's site managed by the City's Sustainability and Energy Coordinator. Prior to usage of ChargePoint stations, users are prompted to set up a ChargePoint account including credit card information to use any ChargePoint stations. When the pricing policy comes into effect, users will automatically be charged for any time spent at the City's stations when plugged in.

ChargePoint will be responsible for collecting and managing payment, reducing the administrative requirements on City staff since the City does not currently impose pay parking and does not have dedicated staff to administer this. ChargePoint will retain a 10% administrative fee for this service and issue a cheque or electronic funds transfer (EFT) with the remaining revenue to the City on a monthly or quarterly basis, depending on the amount. The fees would apply to the City's current and any future installed Level 2 or DCFC stations with exemptions for City fleet EVs. Group exemptions can be implemented through the administrator's pricing policy.

Monitoring of station usage data and fees would continue on a regular basis and adjustments may be made periodically to the user fees to maximize utilization of the stations.

Should Council endorse the proposed EV charging fee structure, the introduction of the fee structure at the City's EV charging stations would be implemented in coordination with the installation of the new DCFC station at the Recreation Centre in winter 2020.

Other Option(s)

1. THAT payments received from electric vehicle charging fees be directed to the Carbon Offset Community Reserve.

Financial Implications

Revenue received from EV charging fees will be directed to offset costs associated with the installation and operation of the EV charging stations, which are extracted from the Facilities department budget.

Communications and Civic Engagement Initiatives

If Council approves fees for charging electric vehicles at City-owned charging stations, a communication plan will be developed to inform EV charging station users of the new fee requirements.

Council Strategic Plan Objectives

Implementation of EV charging fees is consistent with the strategic outcomes in the area of Environmental Leadership identified in the 2019-2022 Council Strategic Plan.

Attachment(s)

1. EV Charging in Port Moody.

Report Author

Laura Sampliner, BES, LEED GA
Sustainability and Energy Coordinator

Report Approval Details

Document Title:	Electric Vehicle Charging Fee Strategy.docx
Attachments:	- Attachment 1 - EV Charging in Port Moody.docx
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli

André Boel

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Attachment 1 – Electric Vehicle Charging in Port Moody

Figure 1: August 2018 to September 2019 EV Charging Sessions

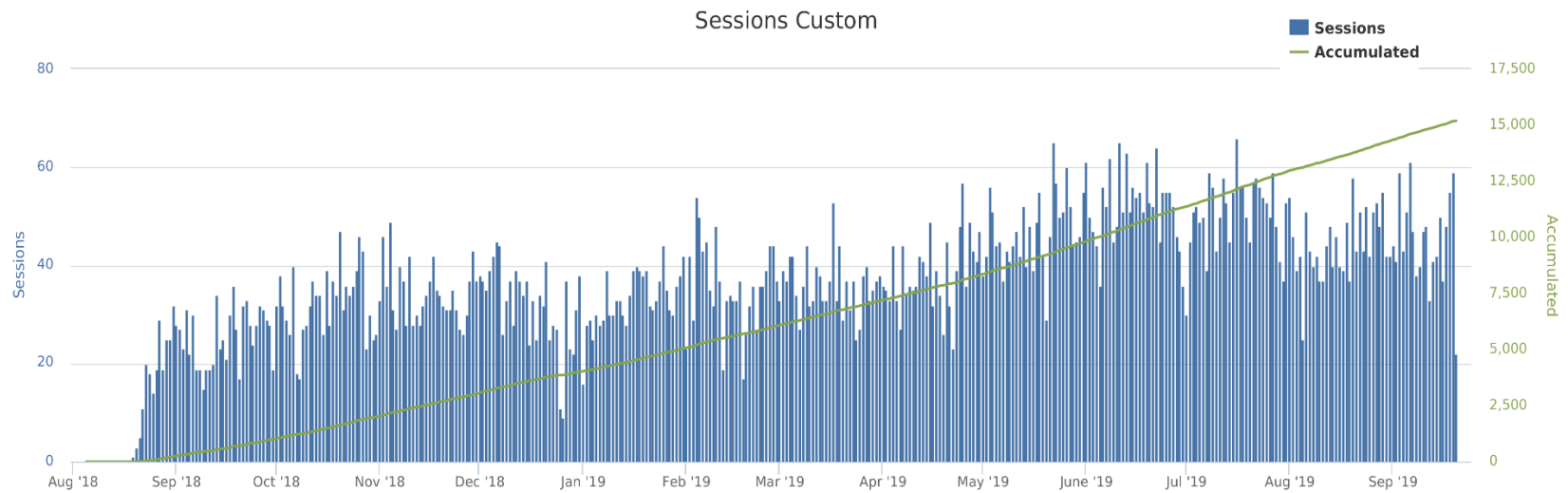


Figure 2: August 2018 to September 2019 Unique Drivers

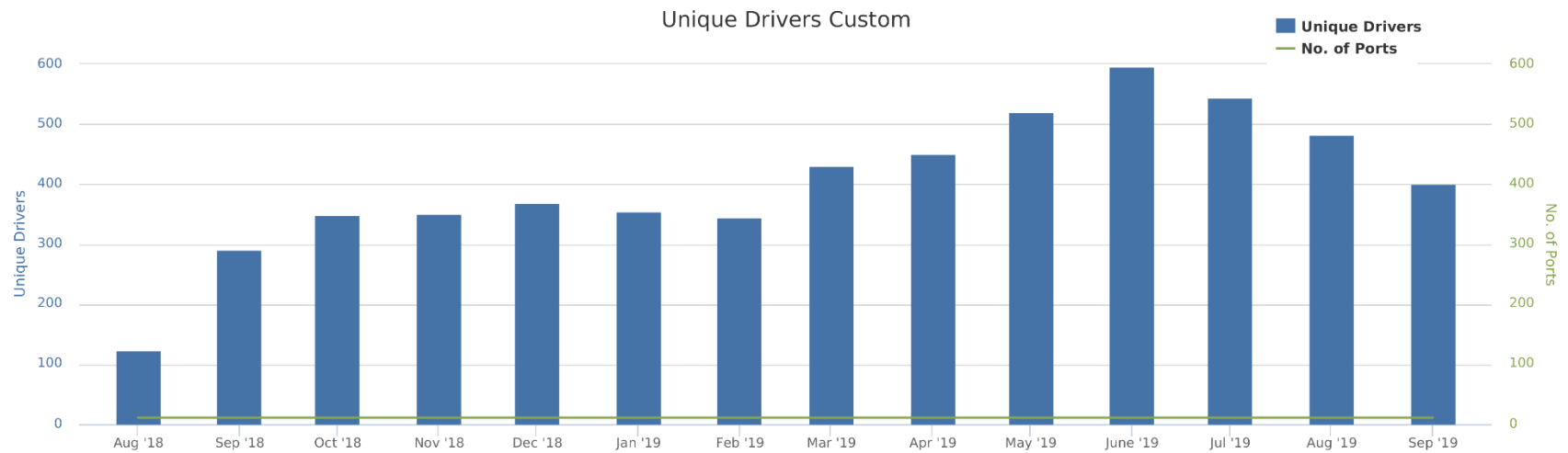


Figure 3: EV Charging Station Locations in Port Moody



Other Information:

Average session length = 2 hours and 22 minutes

Charging activity is steady throughout the day and is in highest demand in the evenings between 5:00 PM and 7:00PM with a peak at 7:00PM

Total energy used to date (September 20, 2019) = 107.7 MWh

*Total Energy Costs to date (September 20, 2019) = \$6,528.59

**Costs are estimated based on an energy charge of \$.0606/kWh. This is the energy cost the City pays to BC Hydro under the Large General Service rate class. Since electrical service for all stations is fed off of panels from main City facility building sites and is not sub-metered, other utility charges specific to the EV charging stations cannot be inferred at this time and are consolidated on the building energy bill. For example, daily charges, demand charges, and power factor charges specific to the stations cannot be broken out of the main building utility charges. Therefore actual costs incurred by the City for operation of the stations is expected to be higher than reported here.*



City of Port Moody

Report/Recommendation to Council

Date: September 30, 2019
 Submitted by: Planning and Development Department – Building, Bylaw, and Licensing
 Subject: Bear Management Ticketing Bylaw Changes

Purpose

To follow up on Council direction for bylaw changes in support of bear management efforts.

Recommended Resolution(s)

THAT City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210 be read a first time as presented in the report dated September 30, 2019 from the Planning and Development – Building, Bylaw, and Licensing Division regarding Bear Management Ticketing Bylaw Changes.

THAT Bylaw No. 3182 be read a second time.

THAT Bylaw No. 3182 be read a third time.

THAT staff be directed to report back on potential amendments to the City of Port Moody Solid Waste Bylaw, 2016, No. 3058 to provide increased storage requirements for solid waste carts.

Background

On July 23, 2019 Council received a Bear Management Strategy Update. The implementation of the strategy calls for bylaw amendments, solid waste bin replacement in key public spaces, and an expansion of communications efforts in an effort to prevent human-bear conflicts.

RC19/352

THAT staff be directed to finalize and implement the recommendations outlined in the Bear Hazard Assessment into a Port Moody Human-Bear Conflict Management Plan as recommended in the report dated July 12, 2019 from the Environment and Parks Department – Environment Division regarding Bear Management Strategy Update;

AND THAT staff be directed to submit an application to the Ministry of Environment and Climate Change Strategy to become a Bear Smart Community upon completion of the Port Moody Human-Bear Conflict Management Plan;

AND THAT a budget of \$5,000 to initiate Bear Management Strategy-related tasks and outreach in 2019 be referred to the Finance Committee to identify a funding source;

AND THAT the 2020 operating budget include funding of \$15,000 to support ongoing Bear Management Strategy-related tasks and outreach;

AND THAT the cost implications for implementing community-based social marketing and communal all-waste-streams collection bin Pilot Project be received for information.

At the September 17, 2019, Council Committee of the Whole meeting, a delegation from Port Moody / Tri-Cities Bear Aware made a presentation. Following this presentation, Council passed the following motion:

CW19/133

THAT the item be referred to staff for action;

AND THAT the delegation be received for information and the delegates thanked for their presentation.

CW19/134

THAT fines for bear attractant-related offences be set as follows:

- 1st offence – \$500;
- 2nd offence – \$750; and
- 3rd offence – maximum fine permitted.

Discussion

Over the past years, the City has been pro-active and successful in promoting awareness and educating residents about the importance of reducing bear attractants.

Solid Waste Management, current and proposed

In 2016, Solid Waste Bylaw, No. 3058 was updated. Since its update, a concerted effort has been made by staff to enforce bear related offences outlined in the Solid Waste Management Bylaw. Key features of the program to date are:

- requirements regarding timing of putting out waste containers;
- requirements regarding securement of waste containers; and
- follow up on observed spills / problem areas.

Currently, collections staff flag garbage spills and problem areas for follow up with the residents regarding bylaw enforcement. This targeted approach has been effective in dealing with issues as they arise. Operational efforts include:

- service schedule adjustments/ expedited routing;
- tracking bear damaged carts and expedited cart or clip repair/replacements; and
- on site and telephone conversations with homeowners to provide best practices and guidance.

The current bylaw makes general reference to securing garbage (see **Attachment 1**), but does allow people to place containers in side or back yards. In response to Council's interest in continuous improvement of bear management by community members stricter guidance to store locked waste container in an enclosed or covered area could be considered. However, this requirement may be onerous for owners without space or without sufficient financial resources to store the containers. Council can direct staff to bring back a bylaw amendment to this effect, in which case staff would report back with potential bylaw amendment options and conceptual implementation plans to support the amendment.

Conservation Officer Services Data

Over the past four years, the British Columbia Conservation Officer Services have confirmed the following bear deaths resulting from food attractants in Port Moody:

- 2016 – 5 bears;
- 2017 – 6 bears;
- 2018 – 0 bears; and
- 2019 – 2 bears.

Enforcement efforts

The Bylaw Division conducted approximately seven weeks of late night and early morning Solid Waste Cart Bear Attractant Compliance Blitzes. This takes place February – May and August-October during times when bears are most active. This level of enforcement has been consistently applied over the past five years to reduce human-bear conflict, focusing on carts out early on non-collection days, and solid waste carts without their bear clips applied.

As shown in **Attachment 2**, the numbers of tickets issued for carts out prior to 5:30am on collection day have decreased significantly since 2016. Current ticketing levels are listed in **Attachment 3**. In that year, the bylaw was changed from \$0 for the first offence to \$50 for the first offence. Similar enforcement models have been used in each year since 2016, thus the lowered instances of ticketing does suggest that compliance has improved.

The results show a steady improvement in waste management by community members with fewer tickets issued for timing, which has enabled a shift to increased enforcement and increased ticketing to unsecured waste containers.

Level of fines

City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210 (**Attachment 4**) has been prepared by staff to increase fines for Wildlife attractant related infractions of the Solid Waste Bylaw, No. 3058 as per Council direction.

During the discussion on September 17, Council set the new desired fine levels based on the assumption that warnings were given before any tickets were issued. However, since the changes in 2016, warnings are no longer given for wildlife attractants and the current \$50 ticket serves as the first warning to the owner that containers are contravening the bylaw. With that in mind, staff recommend that Council consider a lower 1st offence fine amount to serve as a warning. An alternative option has been provided for Council's consideration in the other options section below.

Moreover, staff note that the proposed tenfold increase for the first offence (from \$50 to \$500) could result in collecting on fewer issued tickets, while at the same time increasing related administrative costs to respond to upset residents, an expected increase in quash requests or legal cost through the Provincial Court. Under the *Community Charter*, the maximum amount of a fine related to ticket offences is \$1,000. Higher fines may be possible in severe cases through the use of long form prosecution rather than a ticket. Ticket values of a high magnitude are generally reserved for infractions related to serious risk to human life and safety issues.

Other Option(s)

1. THAT draft City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210 be amended to include a fine of \$100 for the 1st offence, \$500 for the 1st recurrence and \$1,000 for subsequent recurrences.
2. THAT the report dated February 14, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Bear Management Ticketing Bylaw Changes be received for information.
3. THAT other direction be provided to staff.

Financial Implications

There may be an increase in ticketing revenue due to the proposed changes, however, there will also be increased cost in handling complaints about tickets issues through the quash requests or through the Provincial Court. Staff is not able to provide specific revenues and costs at this time due to the uncertainty in the response from community members.

Communications and Civic Engagement Initiatives

The City sends out proactive solid waste management messaging to reduce bear attractants through an ongoing public education and awareness campaign. If increased fines are adopted, staff will incorporate updated fine information into education and awareness campaign materials. The table in **Attachment 5** provides an overview of the current public education and awareness actions to reduce human-bear conflict and bear attractants.

As identified in the July 2019 Bear Management Strategy Update report, this fall and winter staff will be updating and producing targeted outreach material and preparing a Human-Bear Conflict Management Plan to guide the City on measures that will further reduce the level of human-bear conflicts, property damage, the number of bears put down and increase public safety. Upon completion of these tasks, staff will make an application to the province for the Bear Smart designation. For Council's information the current Bear Attractants handout can be found in **Attachment 6**.

Council Strategic Plan Objectives

This initiative is consistent with the 2019-2022 Council Strategic Plan by supporting the strategic priority of Environmental Leadership by being a leader in the protection, adaptation, and enjoyment of our natural environment through stewardship, advocacy, and proactive policy.

Attachment(s)

1. Key Requirements Solid Waste Bylaw.
2. Ticketing Results 2016-2019.
3. Existing Ticket Levels.
4. Draft City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210.
5. Bear Aware Public Education and Communication Tactics.
6. Effectively Managing Bear Attractants Information Sheet.

Report Author

Robyn MacLeod, RBO, CRBO

Manager of Building, Bylaw, and Licensing

Report Approval Details

Document Title:	Bear Management Ticketing Bylaw Changes.docx
Attachments:	<ul style="list-style-type: none"> - 1 - Key Requirements Solid Waste Bylaw.pdf - 2 - Ticketing Results 2016 - 2019.pdf - 3 - Existing Ticketing Level.pdf - 4 - Draft MTIA Bylaw BL3210.pdf - 5 - Bear Aware Public Education and Communication Tactics.pdf - 6 - Effectively Managing Bear Attractants Info Sheet.pdf
Final Approval Date:	Oct 2, 2019

This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to Robyn MacLeod was completed by workflow administrator Tracey Takahashi

Robyn MacLeod

No Signature - Task assigned to André Boel was completed by workflow administrator Tracey Takahashi

André Boel

No Signature - Task assigned to Jeff Moi was completed by workflow administrator Tracey Takahashi

Jeff Moi

No Signature - Task assigned to Lesley Douglas was completed by workflow administrator Tracey Takahashi

Lesley Douglas

No Signature - Task assigned to Rosemary Lodge was completed by workflow administrator Tracey Takahashi

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Attachment: Existing Solid Waste Management requirements

Key requirements under City of Port Moody Bylaw, 2016, No. 3058:

- Maintain all Collection Carts supplied to the Parcel in clean and sanitary conditions at all times
- Separate Solid Waste and place for collection into appropriate Collection Carts as designated
- Keep the Garbage and Green Waste Collection Carts supplied to the Parcel with the lid securely closed and locked, except to deposit waste or allow for collection and disposal, so as not to attract rats, vermin, and Wildlife;
- Ensure that all locks are unlocked after 5:30am and prior to 7:30am on collection days, and re-locked immediately following collection, and by no later than 8:00pm on designated collection days;
- Shall remove all Collection Carts and Glass Bins from the street or lane immediately following collection, or by no later than 8:00pm on collection days. All Garbage and Green Waste Collection Carts must be locked and stored with all other Collection Carts and Glass Bin at the side or rear yard of the front building as established under City of Port Moody Zoning Bylaw and as amended from time to time. Under no circumstances may a Collection Cart be stored at or in a front yard unless deemed necessary and authorized in writing by the General Manager.

Attachment: Ticketing numbers 2016 - 2019Carts Out Prior to 5:30am on Collection Day

Year	2016	2017	2018	2019 (to date)
First offence (\$50)	667	586	176	94
Second offence (\$150)	74	28	19	15
Third offence (\$500)	7	0	0	6
TOTAL	748	614	390	115

Carts Without Bear Clips Applied on Non-Collection Days:

Year	2016	2017	2018	2019 (to date)
First offence (\$50)	37	15	109	21
Second offence (\$150)	4	4	1	1
Third offence (\$500)	1	0	1	0
TOTAL	42	19	111	22

Attachment: existing ticket levels

Bylaw Infraction	Existing Fine(s)
Deposit of Solid Waste contrary to appropriate Collection Cart: <ul style="list-style-type: none"> • Permitting materials other than Recyclables in the Recycling Cart; • Permitting materials other than Green Waste in the Green Waste Cart; or • Permitting Solid Waste Not Eligible for Regular Disposal in the Garbage cart 	1 st Offence - \$50 1 st Recurrence - \$150 Subsequent Recurrences - \$500
Leaving Collection Cart locks unlocked on non-collection days	1 st Offence - \$50 1 st Recurrence - \$150 Subsequent Recurrences - \$500
Leaving private or non-City collection cart locks unlocked on non-collection days	1 st Offence - \$50 1 st Recurrence - \$150 Subsequent Recurrences - \$500
Setting Collection Carts out for pick-up prior to 5:30am on collection days	1 st Offence - \$50 1 st Recurrence - \$150 Subsequent Recurrences - \$500



City of Port Moody

Bylaw No. 3210

A Bylaw to amend City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044 to update fines related to the City of Port Moody Solid Waste Bylaw, 2009, No. 2816.

The Council of the City of Port Moody enacts as follows:

1. Citation

1.1 This Bylaw may be cited as "City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044, Amendment Bylaw No. 11, 2019, No. 3210".

2. Amendment

2.1 City of Port Moody Municipal Ticket Information Authorization Bylaw, 2016, No. 3044 is amended by replacing the Solid Waste Bylaw, No. 2816 section in Schedule 2 with the following:

Solid Waste Bylaw, No. 2816	Section(s)	Fine(s)	
Leaving Collection Cart locks unlocked on non-collection days	6.1(g)	1 st Offence	\$500.00
		1 st Recurrence	\$750.00
		Subsequent Recurrences	\$1,000.00
Leaving private or non-City collection cart locks unlocked on non-collection days	6.2(a)	1 st Offence	\$500.00
		1 st Recurrence	\$750.00
		Subsequent Recurrences	\$1,000.00
Setting Collection Carts out for pick-up prior to 5:30am on collection days	8.1(b)	1 st Offence	\$500.00
		1 st Recurrence	\$750.00
		Subsequent Recurrences	\$1,000.00

3. Severability

3.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time this ____ day of _____, 2019.

Adopted this ____ day of _____, 2019.

R. Vagramov
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3210 of the City of Port Moody.

D. Shermer
Corporate Officer

Attachment 5:

Bear Aware Public Education and Communication Tactics	
Key Message: Preventing adverse interactions with bears is a community-wide responsibility. The best way to keep both people and bears safe is to avoid attracting bears by managing bear attractants .	
Publications	
Focus newsletter	Approximately 12,000 newsletters are distributed to households and businesses four times per year, with seasonal bear educational messaging and managing wildlife instructions featured twice annually. The Bear Essentials Seminar is promoted in the community events section.
Port Moody Annual Calendar and Solid Waste Insert	Approximately 12,000 copies are delivered to households. The calendar includes information about bears and managing attractants in the solid waste insert as well as the main body of the calendar.
Wildlife Attractant Alert stickers	Bylaws staff attach a highly-visible Wildlife Attraction Alert sticker to solid waste carts to alert resident of a Solid Waste Bylaw infraction.
Effectively Managing Bear Attractants Tip Sheet	Hundreds of copies of this tip sheet are handed out at City events, available at City facilities, and provided to community groups who request resource information to share with their members.
Good Neighbour Guidelines	This publication includes information and tips about effectively managing wildlife attractants.
Community Guide	This comprehensive guide is printed every two years and includes information about what to do if you encounter a bear, and how to effectively manage wildlife attractants and solid waste carts
Digital Media/Media	
Social media	Regular and ongoing posts to Facebook, Twitter, and Instagram such as tips for managing wildlife attractants, what to do if you encounter a bear, and how/when to report a bear encounter to the Conservation Officer Service.
Website	Comprehensive information is available on the City's Wildlife web page about black bears, how to avoid attracting bears, what to do if you encounter a bear, and when to call Conservation Officers.
Solid Waste App messaging	The Port Moody Solid Waste App has 5,711 active subscribers. Seasonal bear messaging campaigns are held for a three-week period in May/June: "Bears are out – and so are bylaw officers"). Zone-specific service alerts are issued if collection is interrupted by bear activity.
Media Relations	Seasonal media releases are issued, promotion of the annual Bear Essentials Seminar, and ongoing responses to media inquiries.
Community Outreach	

Community engagement at City events	City staff set up interactive and information displays and engage with residents on the topic of bears and managing attractants at Earth Day, Public Works Day, Fingerling Festival, Port Moody Community Fair, and Car-Free Day.
Annual Bear Essentials Seminar	This seminar is held at the Civic Centre as part of the <i>Port Moody Naturally</i> outreach and education program.
School visits	City staff presented Bear Essentials information to over 50 schoolchildren across five Port Moody elementary schools during Spring 2019.
Other	
Mobile billboards	The City has 4 large signage panels featuring seasonal bear messaging on the City's solid waste trucks.
Signage	"Be Bear Aware" parks and trails signage tells people what to do if they encounter a bear.

Effectively Managing Bear Attractants



Managing access to garbage and other attractants is the most important action to take to keep people and bears safe in our community.



Important Links

portmoody.ca/wildlife

For more information on the City's Bear Essential program

portmoody.ca/recycle

For more information on the City's solid waste management services, you can also call the Public Works Department at 604.469.4574

portmoody.ca/solidwateapp

Download the City's Solid Waste App and get a reminder on when to set out your carts

How you can help to keep people and bears safe

Garbage, Organics and Recycling

- Store garbage and green waste carts securely indoors, or in a bear resistant waste enclosure whenever possible.
- Ensure that carts remain securely closed with bear clips locked.
- Ensure that carts are only placed at your pick-up spot between 5:30 am and 7:30 am on your pick-up day.
- Freeze odorous food scraps until collection day.
- Rinse carts regularly to eliminate odours.
- Rinse all recycling material before placing in your recycling cart to reduce odours.
- If you have a backyard compost, maintain an odourless pile, turn regularly, and keep covered.

Fruit Trees

- Pick fruit as soon as it ripens.
- Pick up any fallen fruit daily.
- Store all harvested fruit securely indoors.

Bird Food

- Keep ground free of bird seeds.
- Limit access to birdfeeders by suspending them out of reach.
- Avoid use of birdfeeders if bears visit are frequent.

Barbeque and Freezers

- Clean barbeque grill, and remove and empty grease trap after each use.
- Cover and store barbeque in a secured area.
- Store freezers inside, not on decks or in carports.

Pet Food

- If you feed pets outside, always bring pet dishes inside and clean up any spilled pet food.
- Store pet food indoors.



604.469.4500

www.portmoody.ca/beaessentials

PORT MOODY
CITY OF THE ARTS



City of Port Moody

Report/Recommendation to Council

Date: September 23, 2019
 Submitted by: Engineering and Operations Department – Solid Waste, Fleet, and Shared Services Division and Economic Development Office
 Subject: Stakeholder Consultation Summary on Single-Use Items

Purpose

The purpose of this report is to present Council with the results of Port Moody's Single-Use Items Consultation Survey.

Recommended Resolution(s)

THAT the report dated September 23, 2019 from the Engineering and Operations Department – Solid Waste, Fleet, and Shared Services Division and the Economic Development Office regarding Stakeholder Consultation Summary on Single-Use Items be received for information.

Background

At the April 11, 2006 Regular Council meeting, Council considered a report dated April 3, 2006 from the Environmental Protection Committee regarding Plastic Bag Position Paper and passed the following resolution:

WHEREAS product manufacturers and users should bear the full costs of excess waste;

AND WHEREAS other places, such as Ireland, have successfully implemented environmental fee-based plastic bag reduction schemes;

THEREFORE, be it resolved that the City of Port Moody request the GVRD, the provincial government, the Union of British Columbia Municipalities, the federal government, and the Federation of Canadian Municipalities to work towards the implementation of a full cost accounting environmental fee on plastic shopping bags.

At the February 13, 2018 Regular Council meeting, Council passed the following resolution:

RC18/053

THAT staff prepare a timeline for a comprehensive public consultation process that would include businesses, interested stakeholders, and residents in preparation for a bylaw restricting the use of single-use plastic bags, and Styrofoam and plastic containers.

AND THAT in preparation for the bylaw restricting the use of plastic and other Styrofoam, staff be directed to monitor Vancouver's and other neighbouring municipalities' strategies on single-use containers and report back on potential wording of a bylaw on plastic bags (e.g. drawing from Montreal's example).

RC18/054

THAT the following motion be forwarded to the Lower Mainland Local Government Association (LMLGA), to push the issue regionally and provincially:

"THAT Metro Vancouver and the Province of British Columbia move towards banning the use and manufacture of single-use disposable plastic bags and Styrofoam."

At the March 27, 2018 Regular Council meeting, Council passed the following resolution:

RC18/167

THAT the following motion be forwarded to the Lower Mainland Local Government Association (LMLGA), as a replacement to the previously sent motion on the topic:

"THAT Metro Vancouver and the Province of British Columbia move towards banning the use and manufacture of single-use disposable plastic items (including, but not limited to bags, containers, styrofoam, straws, etc.)."

At the June 26, 2018 Regular Council meeting, council passed the following resolution:

RC18/366

THAT staff participate in the Metro Vancouver (MV) Single-Use Item Reduction Consultation as recommended in the report dated June 18, 2018 from the Engineering and Operations Department – Operations Division and Economic Development Office regarding Stakeholder Consultation Summary on Single-Use Items;

AND THAT staff be directed to report back after the MV consultation is completed with recommendations on next steps in adopting bylaw updates or further consultation efforts.

RC18/367

THAT staff be directed to seek feedback from Port Moody business licence holders on their concerns about eliminating the use of single-use items through a survey, and to build a database of contact information for this purpose.

As directed by Council, the survey to Port Moody business license holders regarding single-use items has been completed. This report provides a summary of the results of that survey and an update on the status of the Metro Vancouver Single-Use Item Reduction Consultation.

Discussion

All levels of government have begun to take action using regulatory and non-regulatory tools, initiating consultations, and implementing strategies to reduce or eliminate the production and use of single-use items. Approaches on all scales share the common goal of preventing further harm to the environment by reducing the use of single-use items.

From March to April 2019, a survey was issued to all Port Moody business license holders seeking feedback on their use of single-use items in their operations and potential impacts of a policy eliminating single-use items. The survey was distributed through targeted mail to all Port Moody business license holders as well as individual outreach to food and beverage businesses. Following is a summary of the results:

- 38 businesses responded with the restaurant, food, and beverage sector the highest represented at 32%;
- the top three single-use items used by respondents were shopping bags, food containers, and beverage cups;
- many businesses indicated efforts were already being made to reduce single-use items and to replace plastic single-use items with biodegradable single-use items; and
- while 65% of respondents had no concern about eliminating single-use items, businesses that expressed concern indicated that a ban on single-use items would result in cost increases, potential challenges in finding appropriate alternative products, and a loss of convenience for customers.

A summary of the City-led consultation is attached to this report.

Over the last year, work has also been under way at regional and higher levels to try to reduce single-use items.

Staff attended a Single-Use Item Workshop hosted by Metro Vancouver on June 14, 2019, where a 2018 Waste Composition Study by Metro Vancouver was presented for review. Resources, best practices to inform initiatives, and approaches that include analysis, education, and regulatory options were reviewed for the purpose of developing a Single-Use Item Reduction Toolkit for municipalities to use. The finalized Single-Use Item Reduction Toolkit is expected to be published by Metro Vancouver later in 2019. Staff will review this toolkit once it is finalized and report to Council with any relevant actions requiring Council endorsement or approval.

Regional, provincial, and federal government priorities that are inclusive of feedback from all stakeholders and industry are aligning to develop feasible strategies and regulatory frameworks that will address the impacts of and reduce the use of Single-Use Items. In recent months, the following notable developments have occurred:

- the Plastics Advisory Panel, including representatives from local government and affiliate organizations has forwarded recommendations to the Canadian Council of Ministers of the Environment to be considered as part of the Zero Waste Plastic Waste Strategy;
- Prime Minister Justin Trudeau announced that the Canadian Government is committed to banning harmful plastics such as plastic bags, straws, and similar products and

packaging as early as 2021. The government will work with provinces and territories to develop industry standards and targets and to require responsible actions that reduce plastic pollution;

- the Retail Council of Canada has asked Premier Horgan to “Harmonize province-wide action on single-use item reduction”; and
- the BC Court of Appeals has ruled that Ministerial approval will be specifically required to regulate the provision of bags used for purchased goods by businesses.

In discussions with other municipalities and Metro Vancouver, it has become clear that a coordinated regional (or higher level) approach is required to have the most success in reducing the use of single-use items while also trying to ensure equity between competing businesses and commercial areas. Considering that work on single-use items is now under way by higher levels of government, staff recommend that City staff continue to participate in these initiatives and report back to Council once a coordinated regional approach (such as via the toolkit under development by Metro Vancouver) has been completed.

Other Option(s)

THAT staff be directed to report back with other strategies to reduce use of single-use items in Port Moody in the interim.

Financial Implications

There are no financial implications associated with the receipt of this report.

Communications and Civic Engagement Initiatives

The results of the Single-Use Items Stakeholder Consultation will be posted on the City’s website.

Council Strategic Plan Objectives

This report is consistent with Council’s strategic priorities of Exceptional Service Delivery and Environmental Leadership.

Attachment(s)

1. City of Port Moody Stakeholder Consultation Summary on Single-Use Items.

Report Author

Donna Bucsis
Solid Waste and Recycling Coordinator

Report Approval Details

Document Title:	Stakeholder Consultation Summary on Single-Use Items.docx
Attachments:	- Attachment 1. Stakeholder Consultation Summary - Single Use Items.pdf
Final Approval Date:	Oct 2, 2019

This report and all of its attachments were approved and signed as outlined below:

Donna Bucsis

No Signature - Task assigned to Paul LeBlanc was completed by workflow administrator Dorothy Shermer

Paul LeBlanc

No Signature - Task assigned to Jeff Moi was completed by workflow administrator Dorothy Shermer

Jeff Moi

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Consultation Summary

Stakeholder Consultation on Single-Use Items



Lead Divisions: Operations, Economic Development



March–April 2019



portmoody.ca/singleuse

Consultation methodology



Online survey

Response period: March–April 2019

of responses: 38

of responses from restaurant, food, and beverage businesses: 12

Communication tactics



Targeted direct mail to all Port Moody business license holders (2,310 pieces)

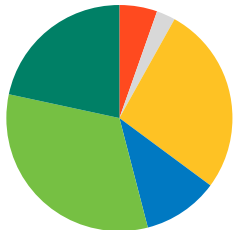


Individual outreach to food and beverage businesses



Project webpage

Who responded:



2 (5%) – Health care/medical

1 (3%) – Personal services

10 (27%) – Professional services

4 (11%) – Retail store

12 (32%) – Restaurant, food, and beverage

8 (22%) – Other

1 (3%) – No answer

Please note

While survey results may provide the City with valuable information, please note the views expressed do not necessarily reflect the views of all Port Moody business license holders.

Scope of the consultation:

On June 26, 2018, Council asked staff to seek feedback from Port Moody business licence holders on their concerns about eliminating the use of single-use items through a survey, and to build a database of contact information for this purpose.

Key findings:

The top three single-use items used by respondents are:



Shopping bags (21)



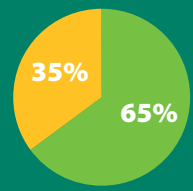
Food containers (14)



Beverage cups (13)



Food containers and utensils were the top items deemed **“very difficult”** to eliminate.



13 businesses had concerns about eliminating single-use items, and **24** had no concern.



Many respondents indicated they are moving toward **reducing single-use items** or to **choosing biodegradable items** despite the additional costs involved.



Concerns about eliminating single-use items included a **lack of alternative products**, **increasing costs** for businesses, and **loss of convenience** for customers.

Stakeholder Consultation on Single-Use Items – Comments

Survey respondents were asked **“Do you have any concerns about eliminating single-use items?”** Here are the responses received by the City. Comments are presented verbatim, including typos and grammatical errors. Specific addresses have been removed to protect the privacy of individuals.

- too expensive!
-
- My business uses mostly biodegradable items and for a restaurant we are pretty small and do not have storage space for reusable dishes.
-
- as a catering business, we have to use single use items. we only use the Biodegradable/compostable product , we do have our own real dishes for event ect...
-
- There needs to be an initiation phase to allow for all non single-use items to be utilized first.
-
- Cannot eliminate use of packaging that the business is dependent on. For example pizza boxes. If they are legislated out you are effectively telling all pizza businesses to close.
-
- I own a digital agency so I have almost no single use items in my business. And while I understand the motivation for this (I'm all for commitments to the environment). I feel like a bylaw is not the right approach. Currently, businesses in BC are under a lot of pressure. The costs of leases are increasing in the Lower Mainland. Payroll/healthcare tax is an additional expense that businesses are now budgeting for. Minimum wage has increased and will do so again by 2021. And worst of all, businesses that compete globally are being hampered by foreign policy issues (not to mention that US companies have had major tax cuts under Trump). I strongly recommend that this council think about how to implement a policy that incentivizes business owners to "go green" versus penalizing or burdening all businesses in Port Moody (many of whom would shut down or move their location to Coquitlam). If you treat this more like a "certification program" offered by the city, the businesses that choose to participate will. The City of Port Moody should recognize these champions but not penalize all businesses. Check out B Corp for a great example of a certification program that works. <https://bcorporation.net/>
-
- We sell take out beverages in a single use cup.
-
- Landfill excess. Harm to environment, etc.
-
- My busieness does not supply single use items, but I would like businessess that do think of ways to eliminate.
-
- All of our bags are compostable paper bags which are infrequently required by customers but an essential service for those that need one e.g. on a rainy day. We would tend to use around 10-15 per month. I don't think eliminating them from our store will make a large environmental impact. The same goes for the few situations per year when we need to use compostable paper plates to supplement the reusable china we regularly use. The plastic utensils would be the biggest environmental issue for our store. We use these 5-6 times per year so while it may be difficult for us to replace them with metal ones that need to be washed in the dishwasher it is not impossible.
-
- We are doing our utmost to move all our packaging to be either compostable or recyclable but our business is completely reliant on packaging. We have tried to use reusable items items where ever possible (ie. our pie tins and mason jars). We offer a deposit for returning those however most people don't. The cost of packaging is already incredibly expensive and the costs of it continue to steadily increase. As I mentioned we do continue to challenge our suppliers to provide us with the "greenest" packaging options but there is a threshold of what we can afford to absorb without passing that cost on to consumers. While we are committed to doing our utmost to reduce our environmental impact I strongly believe this needs to be a gradual process that moves along with customer engagement & their adaptation of more environmentally friendly practices. While I can appreciate there may be concerns around how slow people are to change habits and we need to be part of that change I am weary of any government regulation that is put in to effect without effective and substantial consultation with businesses.

- We have made many changes to ensure we are creating as little garbage as possible. We have moved to as many recyclable products as possible despite higher costs. We currently use recyclable cups, spoons, lids, and discounting customers that chose our cones over a cup.
-
- It wouldn't be possible to operate as a business if single-use items were to be eliminated.

Survey respondents were asked to **share any new ideas, methods, technologies, or products that you are exploring or considering to help reduce or eliminate the use of single-use items**. Here are the responses received by the City. Comments are presented verbatim, including typos and grammatical errors. Specific addresses have been removed to protect the privacy of individuals.

- Elimination is the most effective. People will adapt. Do you really need a lid for your coffee? Just don't fill it as much. For food items, charging a deposit for returnable containers etc., or having a good old-fashioned dishwasher for stir spoons etc. can help. Discounts for bringing your own container, or fees for using disposable items may encourage people.
-
- Some of this doesn't apply to me but answered as best I could. Also in some cases we are bound by what we are provided to use IE plastic bags, etc.
-
- At Unipro, we do our best to reuse, reduce and recycle so that we can eliminate single-use items and other things affecting our environment and workspace. It is one of our priorities to try to improve our ways of getting rid of waste and we are open to new ideas, to create a greener world for our community. We make sure that all of the products we use are "ecofriendly" as a effort to help preserve our beautiful Port Moody.
-
- Please move ahead and eliminate single use plastics. People will adjust.
-
- We are not providing any of the following: single use cups, stir sticks, plastic bags, single use utensils or single packet sugar. We are thinking of ways to get customers in the habit of bringing their own cups and take out containers, bread bags and shopping bags. We are for a system where we can reduce our waste as best we can.
-
- We are switching to plastic single-serve beverage containers in part to eliminate straw requests associated with canned beverages. We have had compostable plastic bags and cutlery for several years and our pizza boxes are compatible with composting facilities as the ink is vegetable-based. Our salad containers are also compostable. Basically anything that leaves the store as part a a customer's order is recyclable or compostable. One thing the City can do more is to enforce compost and recycling requirements as per GVRD regulations. Don't know if this is the jurisdiction of a given city though. A tour of many restaurants would reveal no composting in the kitchen and recyclables thrown out with solid waste.
-
- I provide glass containers for clients to take extra food products away. Is costly, they bring them back to reuse , if returning for a stay. There is a cost incentive for them to do so . No longer give out single use soaps, etc. Use refillable glass decorative containers for such.
-
- I am the Ceo of FoamOnly recycling Corp. I have a fabrication shop in Port Moody. 8-12 % of the volume of industrial waste is foam. Municipalities should provide guidance to business owner where this product can go or who can pick it up. And encourage networking with the cHamber of commerce to instigate a closed loop recycling model. We export 60 ton of Ps plastic which could be consumed
-
- I am the CEo of FoamOnly recycling Corp. We have a research shop in port moody. First a awareness campaign with solutions on where to go with the materials for businesses owners. 8-212% Of the volume of industrial waste is foam. We export 60tons monthly. A networking opportunity with the chamber of comerce to create a closed loop for Recyclables. example. We sell our product extruded into a shape the municipality or a business currently purchases. Thus closing the loop.

- I'm all for eliminating single-use items where possible, but plastic bags, straws and styrofoam containers should be banned outright. Compostable cups and take-out containers are ok in my mind; ideally better for customers to bring their own cups or containers. Maybe these items could be sold at the business as an option for take-out?

- My customers are very eco-friendly and often have their own bags or don't take a bag. If they need one, I only use paper.

- We bundle goods in fabric wraps or reusable containers like fabric bags. We teach classes to make your own reusable tote or gift bags and food wraps etc. We up-cycle nearly all our textile waste into textile art or stuffing for other projects. We use china cups and plates for our tea and cookies which are available for students during classes or events. We try to avoid plastic or disposable products.

- We are all for eliminating single use items!! Let's do it!!

- YAY!!!! Port Moody Refillery is all about reducing single use plastic!!! We are thrilled to see the direction the City is taking!

- I offer to my patients ceramic cups for hot drinks and glasses for cold drinks.

- We do offer totes for purchase in the brewery and do encourage customers to bring their own bags when purchasing to go product.

- We have had discussion around charging to "to-do" bags which are currently paper bags with handles but are not sure what the tolerance level would be for that as it would have be more like a \$0.25 charge and what does happen often is a customer has already paid and then asks for a bag. We have also looked at charging a "to-go" price for all our coffee beverages to maybe encourage customers to bring travel mugs with them but have just had to increase prices due to various other taxes etc. so are holding off on this. We're also trying to eliminate all of the packaged sugar etc. to go to refillable containers though some customers do have "health" concerns around that.



City of Port Moody

Report/Recommendation to Council

Date: September 30, 2019
 Submitted by: Planning and Development Department – Policy Planning
 Subject: Update on Cannabis Retail Use Rezoning Applications

Purpose

To update Council on the status of Cannabis Retail Use rezoning applications in the City and to request exempting Cannabis Retail Use rezoning applications from review by the Community Planning Advisory Committee.

Recommended Resolution

THAT Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use be amended to allow for a second round of concurrent review for rezoning applications accepted between October 1 and December 31, 2019 as recommended in the report dated September 30, 2019 from the Planning and Development Department – Policy Planning regarding Update on Cannabis Retail Use Rezoning Applications;

AND THAT the requirement to refer Cannabis Retail Use rezoning applications to the Community Planning Advisory Committee (CPAC) be waived as recommended in the report dated September 30, 2019 from the Planning and Development Department – Policy Planning regarding Update on Cannabis Retail Use Rezoning Applications.

Background

On May 14, 2019, Council adopted Zoning Bylaw Amendments that define Cannabis Retail Use and exclude this as a permitted use in the City. This requires that any proposed Cannabis Retail Use be considered through a site specific rezoning.

On April 9, 2019 Council Approved Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use (**Attachment 1**). The Corporate Policy provides guidelines for a site-specific rezoning consideration by Council to consider Cannabis Retail Uses in the City, including locational criteria and additional business licence requirements. As per the Corporate Policy, Council will consider up to a maximum of five (5) Cannabis Retail Use locations in Port Moody within the first 12 months following the adoption of the Zoning Bylaw Amendment.

The Corporate Policy provides a deadline of September 30, 2019 for the City to accept a Cannabis Retail Use rezoning application in order to be considered in the first batch of rezoning applications that will be considered by Council concurrently. The Corporate Policy also includes a process for considering rezoning applications submitted after October 1, 2019 which will be accepted and processed after December 31, 2019.

Community Planning Advisory Committee (CPAC) Review of Rezoning Applications

According to the City's Development Approval Procedures Bylaw, No. 2918 all rezoning applications are referred to CPAC for review prior to Council consideration. As such, this bylaw provision would apply to Cannabis Retail Use rezoning applications.

Discussion

To date, the City has received notification from the Provincial Liquor and Cannabis Regulation Branch (LCRB) that 11 provincial cannabis retail licenses have been applied for in the City of Port Moody. As of the date of this report, three of these licence applications have received a "fit and proper assessment" from the Province, which includes a positive security screening and financial integrity check required for consideration of a provincial cannabis retail licence. As per the Corporate Policy, the City is only accepting rezoning applications for Cannabis Retail Use that have been referred by the Province once they have met provincial licensing requirements.

The following are the locations of the Cannabis Retail Use rezoning applications that have been accepted by the City:

- 3030 St. Johns Street (City Cannabis Corporation);
- 3034 St. Johns Street (New Elite Investment Inc.); and
- Unit 1 - 101 Morrisey Road (Burb Cannabis).

The remaining in-stream provincial cannabis retail license applications have not been accepted for a rezoning application by the City as they are still awaiting determination of a fit and proper assessment. As such, information on the applicant and store location of the remaining locations are not public information at this time.

According to the LCRB, the typical approval/response time for a conditional Provincial cannabis retail licence is typically between 3-6 months. However, this time frame can vary based on corporate ownership structure and other factors. In addition, the fit and proper assessment is conducted by a separate Ministry from the LCRB. As such, the LCRB is unable to provide in-stream applicants with an expected timeframe for the fit and proper assessment.

Table 1 outlines the dates when the City received notification from the Province of the nine in-stream applications for a provincial cannabis retail license and when the fit and proper assessment was completed. Once the fit and proper assessment is completed and satisfactory, the City may intake a rezoning application for Cannabis Retail Use.

Table 1: Dates the City has received notice from the LCRB for each provincial cannabis retail licence application in Port Moody

Notification of Provincial License	Notification of Fit and Proper Assessment
April 10, 2019	-
April 23, 2019	June 3, 2019 (3030 St. Johns Street)
May 1, 2019	-
June 12, 2019	August 15, 2019 (3034 St. Johns Street)
July 5, 2019	-
August 15, 2019	-
August 17, 2019	-
September 19, 2019	-
September 20, 2019	-
September 25, 2019	-
September 25, 2019	September 30, 2019 (Unit 1 - 101 Morrissey Road)

City staff have been available to advise applicants regarding the preparation of a Cannabis Retail Use rezoning application during the provincial review period. In addition to the three applicants that have submitted a rezoning application, seven applicants have prepared rezoning applications which are ready for submission to the City pending a positive fit and proper assessment from the province.

Staff Analysis

Although the Cannabis Retail Use Corporate Policy allows for up to a maximum of five Cannabis Retail Use locations to be considered within the first 12 months following adoption of the related zoning bylaw amendment, there are presently only three rezoning applications received before the September 30, 2019 deadline that are ready for Council consideration. As per the Corporate Policy, the remaining eight applications will be considered by Council after December 31, 2019, assuming a positive fit and proper assessment by the Province. It is also possible that additional applications may be submitted to the Province based on recent inquiries received by staff.

Taking into account the many inquiries from prospective cannabis retail business operators since mid-2018, as well as the typical provincial timeline of 3-6 months to receive a conditional provincial cannabis retail license, staff anticipated that more Cannabis Retail Use rezoning applications would have received a complete referral from the Province prior to the September 30, 2019 submission deadline. As a result of unanticipated longer provincial review timelines, a number of prospective cannabis retail operators that have not received a fit and proper assessment have submitted concerns to staff regarding their inability to meet the City's deadline.

Given these delays, Council may wish to consider extending the September 30, 2019 deadline. The intent of processing applications concurrently as per the Corporate Policy was to assess a batch of applications together in order for Council to determine the most suitable land use and business options for the community. However, without a clear time frame for receiving the fit and proper assessments from the Province for the in-stream remaining applications, it may be challenging to determine a suitable deadline that would allow for more applications to be considered concurrently.

The Corporate Policy does allow for rezoning applications received after September 30, 2019 to be accepted and processed after December 31, 2019. The intent of the Corporate Policy is that applications accepted after December 31, 2019 are presented to Council as they are received (i.e. one by one) which would be after Council's consideration of an anticipated larger pool of applicants received prior to September 30, 2019. It is possible that the remaining applications may all have received fit and proper assessments by December 31, 2019. Considering this, Council may wish to apply a second concurrent review process to those applications being accepted between October 1st and December 31, 2019. The concurrent review of this second batch of applications would then take place early 2020. This would require clarification in the Corporate Policy.

CPAC Consideration of Cannabis Retail Use Rezoning Applications

As noted earlier, all rezonings, including those related to cannabis retail use, are referred to CPAC for review. Given that all of the in-stream cannabis retail use applications are located within existing buildings on properties already zoned for retail use, and that this use is subject to its own set of locational criteria and business licence requirements, referring these applications for CPAC review may not be necessary. As such, staff recommend exempting cannabis retail use rezoning applications from this requirement.

Staff Recommendations

In summary, staff propose the following next steps:

1. Follow the established process outlined in the Corporate Policy which results in Council consideration of the three Cannabis Retail Use rezoning applications that have met the September 30, 2019 deadline. These would be brought forward to Council in fall 2019.
2. Pursue a concurrent review process for those remaining in-stream applications accepted by the Province and with applications submitted by December 31, 2019. This may allow enough time for all in-stream applicants to receive a fit and proper assessment from the Province while still allowing Council to consider a group of applications concurrently through a second round of concurrent review early 2020.
3. Waive the requirement to refer Cannabis Retail Use rezoning applications to the Community Planning Advisory Committee (CPAC) as currently required by the City's Development Approval Procedures Bylaw, No. 2918.

Other Options

THAT Council amend Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use to extend the September 30, 2019 deadline to December 31, 2019 to concurrently consider any and all 2019 rezoning applications for Cannabis Retail Use.

Financial Implications

There are minimal costs associated with the staff time required to amend the Corporate Policy if required.

Communications and Civic Engagement Initiatives

A public consultation for cannabis retail use was conducted in the fall of 2018. The results of the public consultation were presented to Council for their consideration in determining policy directives related to cannabis retail use in the City.

Council Strategic Plan Objectives

The information and recommendations contained in this report align with the Council 2019-2022 Strategic Plan Objectives of exceptional service and health city.

Attachment

1. Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use.

Report Author

Jess Daniels
Policy Planner

Report Approval Details

Document Title:	Update on Cannabis Retail Use Rezoning Applications.docx
Attachments:	- CRU-CP.pdf
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli

André Boel

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie

Corporate Policy

100 Newport Drive, Port Moody, BC, V3H 5C3, Canada
Tel 604.469.4500 • Fax 604.469.4550 • www.portmoody.ca

Section:	Planning and Development	09
Sub-Section:	Development Planning	4300
Title:	Cannabis Retail Use	2019-01

Related Policies

Number	Title

Approvals

Approval Date: April 9, 2019	Resolution #: <u>RC19/149</u>
Amended:	Resolution #:
Amended:	Resolution #:
Amended:	Resolution #:

Corporate Policy Manual

Cannabis Retail Use

Policy

Background

The Government of Canada legalized the recreational use of cannabis on October 17, 2018. In coordination with federal and provincial legislation, Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use provides a framework for Council to consider rezoning applications to amend City of Port Moody Zoning Bylaw, No. 2937 to permit a Cannabis Retail Use.

Approach and Intent

This Policy provides guidelines for a site-specific rezoning consideration by Council to consider Cannabis Retail Uses in the City. The Policy also includes locational criteria and additional business licence requirements. For the initial applications, the Policy provides a procedure for parallel consideration of rezoning applications for Cannabis Retail Use.

While considering applications under this Policy's guidelines, Council retains full discretion for considering/approving applications based on application-specific considerations.

Guidelines for Cannabis Retail Use

Preference will be given to rezoning applications for Cannabis Retail Use that meet the following criteria:

1. Commercial Retail Zoning

The proposed site for Cannabis Retail Use is located on properties zoned for commercial retail use(s).

2. Locational Criteria

The site is not located within a 75-metre "Buffer" of the following "Sensitive Uses" (**Schedule 1**):

- Public and private elementary, secondary, and middle schools (K-12);
- Playgrounds (public and strata-operated);
- Community Centres, including the;
 - Port Moody Arts Centre;
 - Kyle Centre; and
 - City Hall Recreation Complex.

Separation distances shall be measured as the crow flies from the centre point of the main entrance of the Cannabis Retail Use to the nearest property line of the defined Sensitive Use.

3. Maximum Number of Businesses

Up to a maximum of five (5) Cannabis Retail Use locations will be considered in Port Moody within the first 12 months following the adoption of the Zoning Bylaw Amendment.

Corporate Policy Manual

Cannabis Retail Use

4. Additional Business Licence Requirements

In addition to Provincial licensing requirements, the City requires additional business licence requirements for Cannabis Retail Use. Refer to Business Licence and Regulation Bylaw, No. 3000 for these requirements.

Definitions

Cannabis has the same meaning as in the *Cannabis Act (Canada)*.

Cannabis Retail Use means the use of a site or part of a site for the retail sale of non-medical cannabis for which an application has been made and a referral has been forwarded to the City for a licence under the Provincial *Cannabis Control and Licencing Act* (Bill 30) and that is only authorized to sell federally approved cannabis products, which include dried cannabis, cannabis oil, and cannabis seeds.

Sensitive use means a land use that includes public and private schools (grades K-12), playgrounds (public and strata-operated), and community centres.

Buffer means the distance in metres that separates a Retail Cannabis Use from a sensitive use(s).

Procedures

The following procedure will be followed for any Cannabis Retail application. These policies are provided for clarification and in addition to the requirements of the City's Development Approval Procedures Bylaw, No. 2918:

1. The applicant must first apply to the Liquor and Cannabis Regulation Branch (LCRB) for consideration of a provincial non-medical cannabis retail licence.
2. The LCRB will forward a referral to the City of Port Moody for applications that meet the provincial licensing requirements and have paid the provincial application fee. During the provincial review time, City staff are available to advise applicants regarding the preparation of a rezoning application.
3. The City will only accept rezoning applications for Cannabis Retail Use following the receipt of a referral for a provincial licence received directly from the LCRB.
4. Staff will present recommendations to Council in a Planning Report regarding amendments to the Zoning Bylaw for Council consideration of first and second readings.
5. A Public Hearing may be scheduled for applications in order for the public to provide input to Council.
6. Following a Public Hearing, Council may approve or deny a rezoning application.

1. If the rezoning application is approved:

- the City will submit a letter of support to the LCRB, which may then issue a provincial licence;
- the Applicant must then submit a business licence application to the City; and

Corporate Policy Manual

Cannabis Retail Use

- other development or building permit approvals may be required depending on the scope of the proposed Cannabis Retail Use application (e.g. if renovations or tenant improvements to the store location are required).

2. If the rezoning application is denied:

- the City will submit a letter of objection to the LCRB; and
- the LCRB would be expected not to issue a provincial licence in this case and no Cannabis Retail Use will be established.

Concurrent processing of first applications in 2019

Following the introduction of this policy, the anticipated first round of applications for rezoning will be processed concurrently. This will be implemented by using the steps above, combined with the following additional provisions which apply to any application received in 2019:

- a) the City will only consider rezoning applications for those applications for which the Province has sent a referral regarding the Provincial licence by September 30, 2019;
- b) the City will only consider rezoning applications that are submitted and accepted as complete on October 1, 2019. Such applications will be processed through a single concurrent review process; and
- c) rezoning applications submitted after October 1, 2019 will only be accepted and processed after December 31, 2019.

Associated Regulations and Policy Documents:

This Policy is to be applied in conjunction with:

- *Cannabis Act (Canada)*;
- *Cannabis Control and Licensing Act (CCLA) (British Columbia)*;
- Business Licensing and Regulation Bylaw, 2015, No. 3000;
- Development Approvals and Procedures Bylaw, No. 2918;
- Fees Bylaw, 2018, No. 3172;
- Smoking Regulation Bylaw, No. 2773;
- Port Moody Official Community Plan, No. 2955;
- Zoning Bylaw, No. 2937; and
- other relevant bylaws or policies as necessary or that may be adopted by Council.

Attachment

1. Schedule 1 – Sensitive Use Buffer Map.

Monitoring/Authority

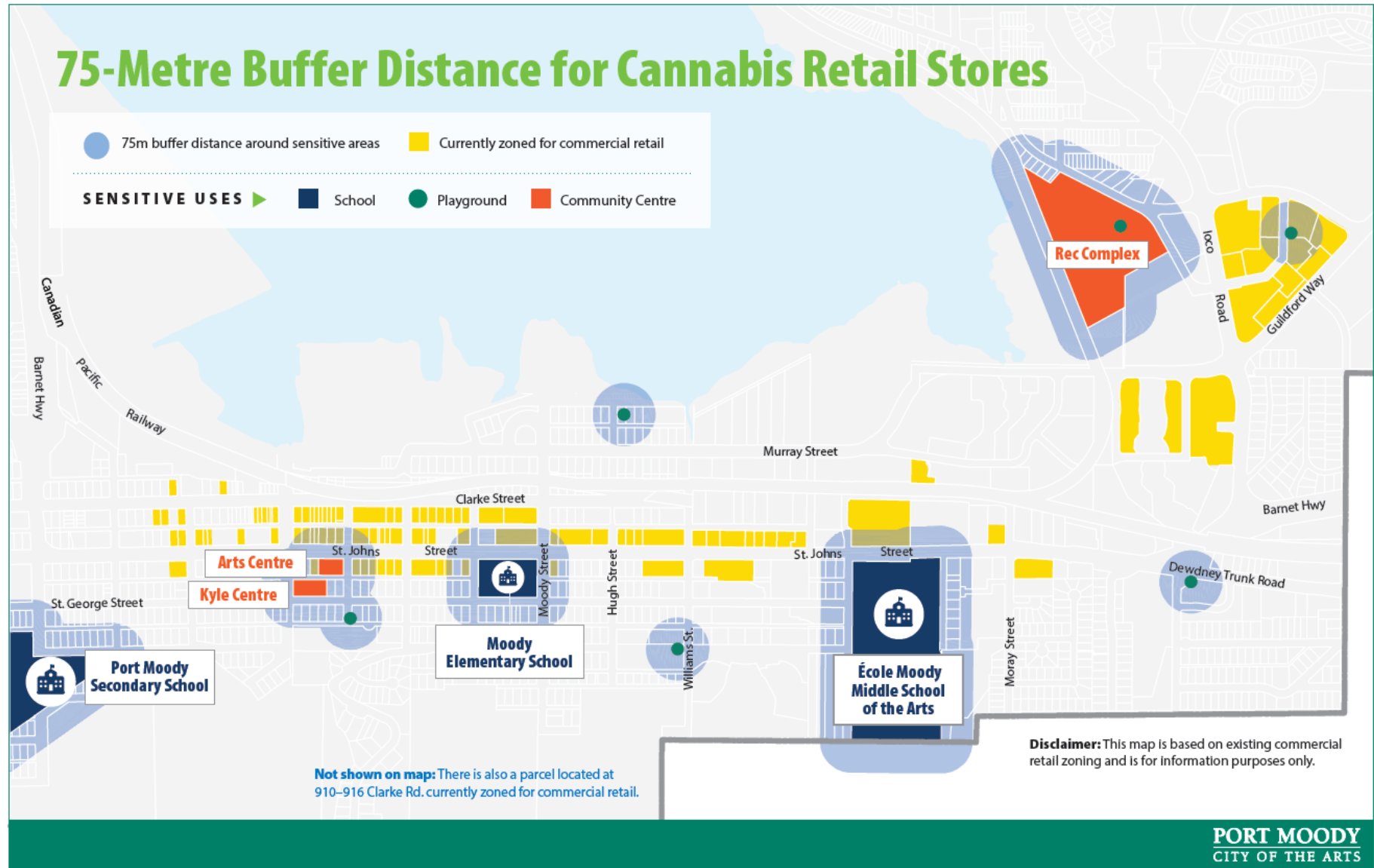
1. The acceptance and timing of processing of rezoning applications under this policy is delegated to the General Manager of Planning and Development.
2. Council maintains full discretion on the consideration of rezoning applications.

Corporate Policy Manual**Cannabis Retail Use**

This Corporate Policy shall come into effect on the date of the adoption of:

- City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 16, 2019, No. 3188, and;
- City of Port Moody Business Licensing and Regulation Bylaw, 2015, No. 3000, Amendment Bylaw No. 4, 2019, No. 3189

Schedule 1 to Corporate Policy – 09-4300-2019-01 – Cannabis Retail Use





City of Port Moody

Report/Recommendation to Council

Date: September 26, 2019
 Submitted by: Planning and Development Department – Policy Planning
 Subject: Funding for Tour of Lower Mainland Seniors' Centres and Facilities

Purpose

To seek funding for the Senior Focus Committee's tour of Lower Mainland Seniors' Centres and Facilities.

Recommended Resolution(s)

THAT \$1,100 be approved to fund the Senior Focus Committee's tour of Lower Mainland Seniors' Centres and Facilities, as recommended in the report dated September 25, 2019;

AND THAT the \$1,100 budget be forwarded to Finance Committee to identify a funding source.

Background

The Terms of Reference of the Seniors Focus Committee state that the purpose of the Seniors Focus Committee is to provide Council with advice and recommendations on long-term goals to address seniors' issues, strategies, and initiatives within the municipal jurisdiction.

As part of the 2019 work plan approved June 25, 2019, the Senior Focus Committee will undertake a tour of Lower Mainland seniors' centres and facilities to learn about the models used in other municipalities.

Discussion

The purpose of this tour is to explore seniors' centres and facilities in other municipalities in order for the Senior Focus Committee to better articulate what should be included if Port Moody were to pursue a project with a seniors component, or receive a development application proposing one. As part of the tour, committee members will identify strengths and challenges associated with each site, including accessibility within and to the facility, food quality, design and structure of the facility, proximity to transit, programs offered, lessons learned, and successes.

Staff is currently securing the date of the tour and the sites that will be visited. The tour will take place between late October and early November 2019. Transportation will be provided for the

group by the bus the City shares with The Club. The budget associated with the tour will be used to cover any costs related to gas, hiring a driver, and parking.

Other Option

THAT the report dated September 25, 2019 regarding Funding for Tour of Lower Mainland Seniors' Centres and Facilities be received for information.

Financial Implications

The cost of the tour could be up to \$1,100, with the specific amount to be determined once associated receipts have been submitted.

Communications and Civic Engagement Initiatives

There are no communications and civic engagement initiatives associated with the receipt of this report.

Council Strategic Plan Objectives

The recommendation in this report aligns with the Council Strategic Objectives of:

- providing local services and access to amenities for residents of all ages and abilities; and,
- encouraging lifelong healthy and active living.

Report Author

Liam McLellan, Social Planner.

Report Approval Details

Document Title:	Funding for Tour of Lower Mainland Seniors' Centres and Facilities.docx
Attachments:	
Final Approval Date:	Oct 1, 2019

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli

André Boel

Rosemary Lodge

Paul Rockwood

Dorothy Shermer

Tim Savoie



City of Port Moody

Report/Recommendation to Council

Date: September 27, 2019
 Submitted by: Councillor Steve Milani
 Subject: Mitigating Challenges for St. Johns St. East Bound Traffic

Purpose

To address three major traffic issues impeding the east bound flow of traffic along St. Johns Street present during afternoon rush hour traffic.

Recommended Resolution(s)

THAT staff be directed to report back with possible solutions and associated costs to address and improve problem areas during afternoon eastbound rush hour on St. Johns Street as identified in the report dated September 27, 2019 from Councillor Steve Milani regarding Mitigating Challenges for St. Johns Street East Bound Traffic.

Background

The purpose of this report is to seek Council authorization to direct Staff to identify viable solutions for three longstanding traffic impediments on St. Johns Street evident during east bound rush hour traffic. A redesign of St. Johns Street is part of the Engineering Department's existing work plan supporting this initiative.

Discussion

Each year, traffic on St. Johns Street gets increasingly worse, diminishing the quality of life for many Port Moody residents. St. Johns Street currently moves approximately 14,750 vehicles per day eastbound; approximately 1576 vehicles per hour during peak times. Traffic on our main arterial thoroughfare has become so bad that residents have been heard referring to our city as Port Gridlock. The worst eastbound traffic along St. Johns Street occurs between Moody Street and loco Road (attachment 5). With 1887 new parking spaces currently approved for the George, Woodbridge, Parcel D, PC Urban, Porte and Forte projects, the time to act is now.

Three major obstructions have been identified along this route during the PM traffic time. Working from west to east, they are as follows:

- 1) The bus stop located in front of the Shoppers Drug Mart at 3215 St. Johns Street. Each time a bus stops at this location, all traffic in the right east bound lane ceases to flow. Moving the bus stop slightly east would remove it from the right lane allowing traffic to flow unobstructed. Alternatively, to achieve the same result, the bus stop could be moved to the right by narrowing the existing shoulder. *Refer to 'Bus Stop on St. Johns Street at Moray St. Street'.

- 2) The intersection at Dewdney Trunk Road and St. Johns Street. Vehicles travelling west on Dewdney Trunk Road, that turn right onto St. Johns Street and attempt to get into the double left hand turn lane to head north on Ioco Road must make their way across three lanes of traffic to reach the left turn lane. Not only is this a dangerous maneuver but when a vehicle doesn't manage to fully merge, it blocks the flow of traffic in the east bound lanes. A possible solution could be to reconfigure the traffic signal controlled intersection to include a right turn option from Dewdney Trunk Road onto St. Johns Street. *Refer to Dewdney Trunk Road & St. Johns Street photo.
- 3) The ultra-short double left hand turn lane on St. Johns Street onto Ioco Road. Since there is such a short transition into the double left hand turn lane, traffic in the left lane of St. Johns Street starts to back up as far back as Moray Street Combine that with the bus stop blocking the flow of traffic in the right lane and the result is a complete stand-still of traffic. *Refer to 'Double Left onto Ioco Road' photo.

Potential Safety Improvements:

In addition to the aforementioned obstructions are motor vehicle accidents which happen without notice. Improvements to these three key areas should help to reduce the amount of accidents which would in turn, improve safety for motorists, cyclists and pedestrians, and help to keep the traffic moving. ICBC records show that from 2013 to 2017 there were 514 motor vehicle accidents resulting in 210 casualties (deaths and injuries) from these three areas combined. Refer to 'ICBC Crash Data' sheet (attachment 2) for more details. In Section 2.3 on page 15 of the current Master Transportation Plan, Target 3 is: Reduce Traffic-Related Injuries and Fatalities.

Potential Health Benefits:

Spending less time in traffic benefits both our mental and physical health.

In her Masters Thesis entitled 'An exploration of the effects of roads and traffic on mental health in Auckland, New Zealand'

(<https://pdfs.semanticscholar.org/3312/85b76766612dc8c4032ec72de4a9e39990f6.pdf>) author Kirsten Curry states, 'Roads and traffic have been associated with reduced mental wellbeing as they are a source of stress for individuals and are disruptive to daily activities; partially a result of the air and noise pollution produced.' Compare that to how you feel when traffic is flowing freely and you know you'll reach your planned destination on time.

According to the Government of Canada's webpage on 'Road traffic and air pollution' when engines burn (gasoline or diesel), air pollutants that can effect your physical health are emitted such as nitrogen oxides, carbon monoxide as well as other fine, particulate matters and compounds. (<https://www.canada.ca/en/health-canada/services/air-quality/road-traffic-air-pollution.html>)

Potential Environmental Benefits:

According to the Government of Canada's webpage on 'Emission impacts resulting from vehicle idling', 'an operating vehicle emits a range of gases from its tailpipe into the atmosphere, one of which is carbon dioxide CO₂ – the principal greenhouse gas that contributes to climate change.' Since vehicles are kept running longer when the traffic stops flowing, removing traffic obstructions plays an important role in lowering greenhouse gas emissions.

(<https://www.nrcan.gc.ca/energy/efficiency/communities-infrastructure/transportation/cars-light-trucks/idling/4415>)

Other Option(s)

THAT the report dated September 25, 2019 from Councillor Steve Milani regarding Mitigating Challenges for St. Johns St. East Bound Traffic be received for information.

Financial Implications

There are no financial implications associated with this report as Staff time can be accommodated within the budget allotted for the St. Johns Street redesign.

Communications and Civic Engagement Initiatives

There are no communications or civic engagement initiatives.

Council Strategic Plan Objectives

Improving traffic flow and mobility within the City aligns with Council Strategic Plan objective of Community Evolution – Reduce the impacts of through traffic. 2) Master Transportation Plan – Priority: Short Term Projects (0-5 Years) Direction Supported (Moving People & Goods) – Intersection Upgrades – St. Johns St. at Moray St. and Street Upgrade – St. Johns St. redesign.

Attachment(s)

1. New Traffic Coming Soon
2. Port Moody 2013-2017 ICBC Crash Data
3. Dewdney and Ioco Photos
4. Bus Stop Photos
5. AM/PM Traffic Time

Report Author

Steve Milani, Councillor

New Traffic Coming Soon

New parking spaces currently approved projects in the immediate area.

Current Projects:	Number of Units:	Parking Spaces:	DCC or Levies Collected:
Marcon George	252	402	\$841,800
Woodbridge	142	180	\$519,720
Suter Brook Parcel D	512	811	\$20,179,806
PC Urban	229	205	\$838,140
Porte	117	184	\$428,220
Forte Living	72	105	\$256,200
Total	1324	1887	\$23,063,886

Side Note: The rejected three tower Berezen proposal for St. Johns St. and Moray St. contained a proposed **1150 parking spaces**.

Moody Middle School currently has approximately 750 Students and 50 staff.

BC's Development Cost Charge Best Practices Guide states the following: Development Cost Charges (DCCs) are monies that are collected from land developers by a municipality, to offset some of the infrastructure expenditures incurred, to service the needs of new development. Imposed by bylaw pursuant to the Local Government Act, the charges are intended to facilitate development by providing a method to finance capital projects related to **roads**, drainage, sewers, water and parkland.

I.C.B.C. Crash Data 2013 to 2017

City_original	Crash Type	Location	Location Flag	Year	Crash Count
PORT MOODY	Casualty	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2013	31
PORT MOODY	Casualty	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2014	29
PORT MOODY	Casualty	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2015	14
PORT MOODY	PDO	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2017	48
PORT MOODY	PDO	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2016	41
PORT MOODY	Casualty	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2016	20
PORT MOODY	Casualty	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2017	21
PORT MOODY	PDO	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2015	28
PORT MOODY	PDO	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2013	41
PORT MOODY	PDO	BARNET HWY & BARNET HWY FRTG & IOCO RD & ST JOHNS ST & TURNING LANE	Intersection	2014	35

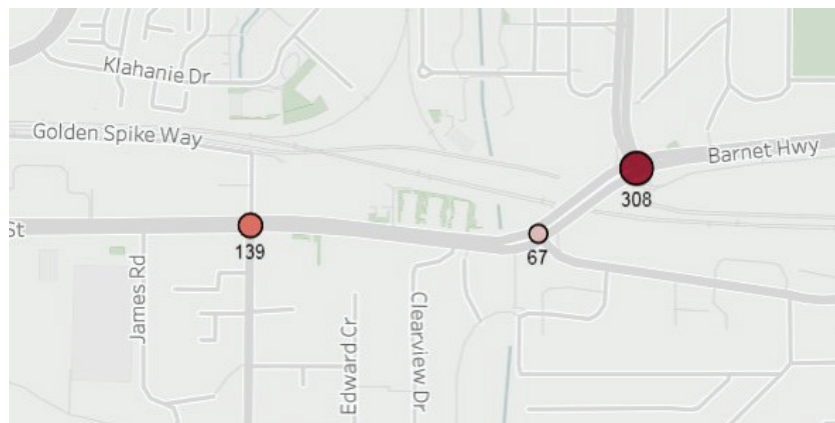
Total Crashes 308

City_original	Crash Type	Location	Location Flag	Year	Crash Count
PORT MOODY	Casualty	MORAY ST & ST JOHNS ST	Intersection	2013	15
PORT MOODY	PDO	MORAY ST & ST JOHNS ST	Intersection	2017	12
PORT MOODY	PDO	MORAY ST & ST JOHNS ST	Intersection	2016	19
PORT MOODY	Casualty	MORAY ST & ST JOHNS ST	Intersection	2016	8
PORT MOODY	PDO	MORAY ST & ST JOHNS ST	Intersection	2015	17
PORT MOODY	PDO	MORAY ST & ST JOHNS ST	Intersection	2013	17
PORT MOODY	PDO	MORAY ST & ST JOHNS ST	Intersection	2014	15
PORT MOODY	Casualty	MORAY ST & ST JOHNS ST	Intersection	2017	8
PORT MOODY	Casualty	MORAY ST & ST JOHNS ST	Intersection	2014	13
PORT MOODY	Casualty	MORAY ST & ST JOHNS ST	Intersection	2015	15

Total Crashes 139

City_original	Crash Type	Location	Location Flag	Year	Crash Count
PORT MOODY	Casualty	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2013	7
PORT MOODY	PDO	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2013	6
PORT MOODY	PDO	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2014	5
PORT MOODY	Casualty	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2014	6
PORT MOODY	Casualty	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2015	5
PORT MOODY	Casualty	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2016	8
PORT MOODY	PDO	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2017	4
PORT MOODY	PDO	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2015	11
PORT MOODY	Casualty	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2017	10
PORT MOODY	PDO	DEWDNEY TRUNK RD & ST JOHNS ST	Intersection	2016	5

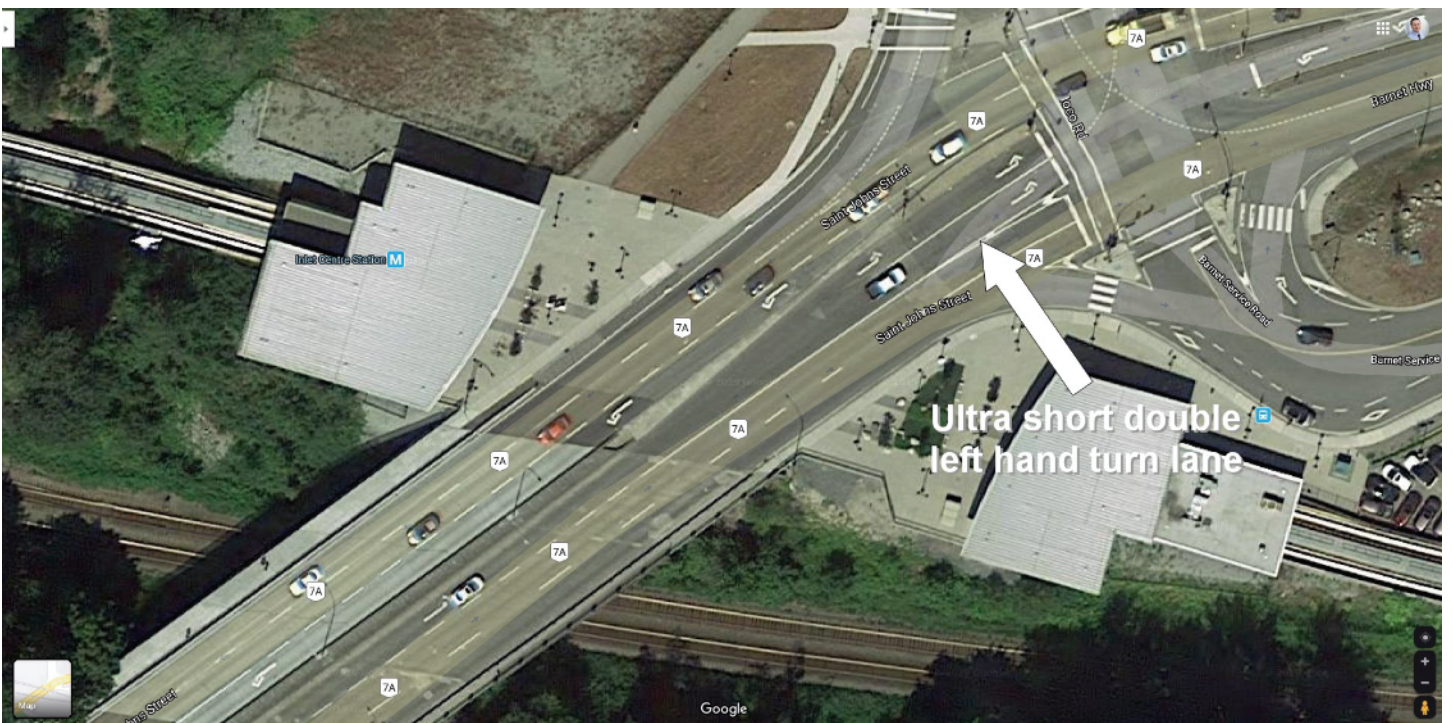
Total Crashes 67



Dewdney Trunk & St. Johns St.



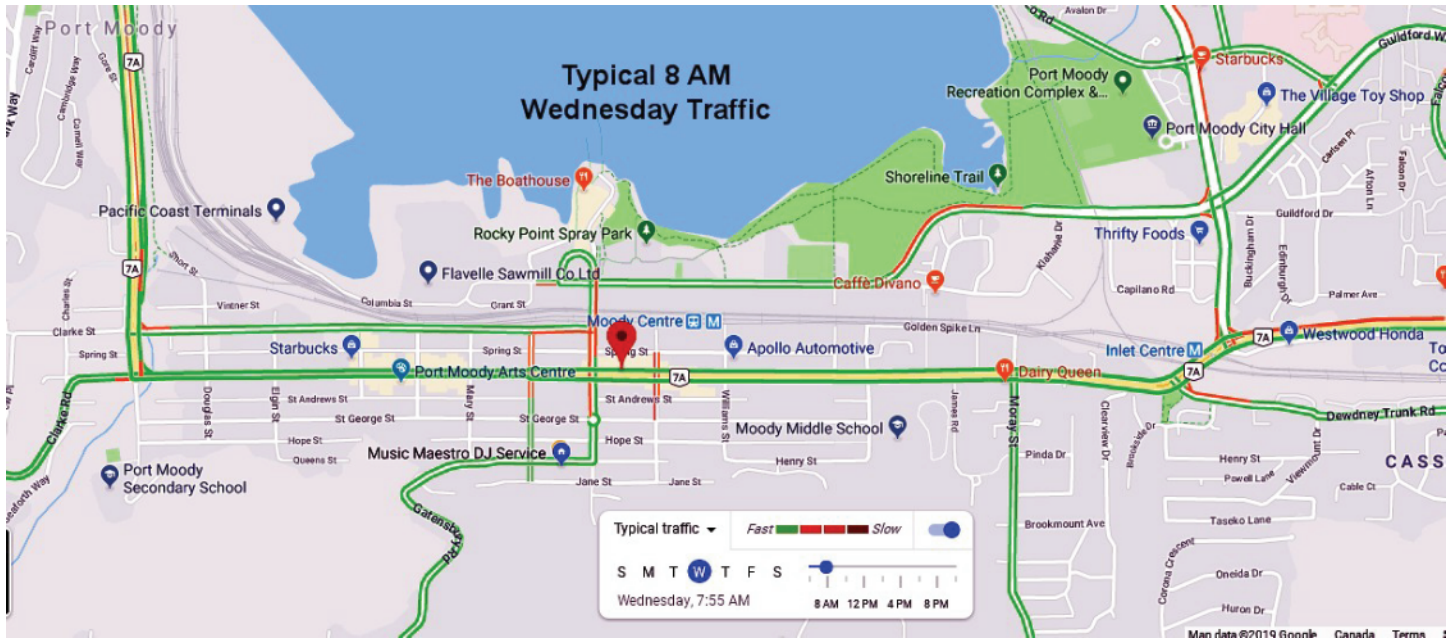
Double Left onto Ioco Road



Bus Stop on St. Johns St. at Moray St. (Shoppers)



AM/PM Traffic Comparison



Memorandum

Date: September 30, 2019
 Submitted by: Councillor Hunter Madsen
Subject: Moody Innovation Centre Terms of Reference

At the Closed Meeting of Council on 17 September, 2019, Council passed a resolution creating the Moody Innovation Centre Task Force:

THAT the City of Port Moody seek to establish a partnership between the City, BCTFA, and Translink in the development of the Moody Innovation Centre.

THAT a Moody Innovation Centre Task Force be established to seek interested commercial, institutional, developer, and landowner interest in contributing to a jobs-centered vision for the Moody Innovation Centre area, reporting back to Council with regular updates.

AND THAT the Moody Innovation Centre Task Force be chaired by Councillor Hunter Madsen and vice-chaired by Councillor Steve Milani.

AND THAT the following members be invited/added to the Moody Innovation Centre Task Force:

- Joji Kumagai
- MLA Rick Glumac
- Tim Savoie
- Paul Rockwood

AND THAT representatives from Translink and BCTFA be sought for participation in the Moody Innovation Centre Task Force.

Attached are the proposed terms of reference for the Task Force for Council approval.

The recommendation is:

THAT the Terms of Reference dated September 30 2019 for the Moody Innovation Centre Task Force be adopted.

Attachment(s)

1. Draft City of Port Moody – Moody Innovation Centre Terms of Reference

Report Approval Details

Document Title:	Moody Innovation Centre Terms of Reference.docx
Attachments:	- Draft Terms of Reference - Moody Innovation Centre Task Force.docx
Final Approval Date:	Sep 30, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer



City of Port Moody

Council Committee Terms of Reference

Date: September 30, 2019

File No.

Type: Task Force

Committee Name: **Moody Innovation Centre Task Force (MIC)**

Approvals/Reviews/Amendments

Approval date: October 8, 2019

1. Committee Purpose

The purpose of the Council's Moody Innovation Centre (MIC) Task Force, formed at Council's September 17, 2019 Closed Meeting, is to explore and advance opportunities for partnering among the public/governmental entities that own land in the Moody Centre TOD area, with the goal of joint investment in, and development of, an economically vibrant business, educational, and/or light industrial zone that cultivates and offers excellent jobs focused on emerging technologies, science, and innovation.

2. Duties

The duties of the Council's Moody Innovation Centre Task Force are to:

- a) Stimulate relevant commercial, institutional, developer, and landowner interest in the creation of a technology/jobs hub, provisionally to be designated as the Moody Innovation Centre, within a substantial subarea of the designated Moody Centre TOD area.
- b) Define and develop potential business-partnering opportunities for land development in the Moody Centre TOD zone adjacent to Port Moody's Moody Centre Station (Skytrain/Pacific Coast Express).
- c) Engage in consultation with local business, entrepreneurs/investors, and the community to gather their input and ideas regarding development of MIC.
- d) Set a business vision for the Moody Innovation Centre and articulate its relationship to the future of the Moody Centre TOD neighbourhood, the city's economic development goals, and Port Moody's official community plan and regional context targets.
- e) Provide input into Council's update of the Official Community Plan.
- f) Identify and address important issues and requirements as may relate to development of the Moody Innovation Centre.
- g) Determine partner interest and respective responsibilities, specify form and terms of business partnership, and articulate action plans, timelines and deliverables for this initiative.
- h) Enter, as a partner working group, into dialogue with other stakeholders, developers, and landowners of properties within the Moody Centre TOD neighbourhood, including

Council Committee Terms of Reference

Draft Terms of Reference - Moody Innovation Centre Task Force.docx

September 30, 2019

the so-called developer “consortium,” to advance and seek agreement on a master plan for the area as a whole.

- i) Report back to Council with regular updates.

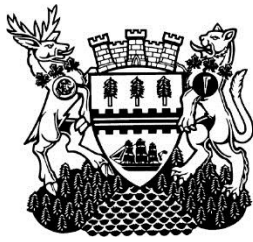
3. Membership

3.1. The Membership of the Council’s Moody Innovation Centre Task Force will be the following, appointed pursuant to the Council Committee System Policy and with the consent of partnering organizations:

- At least 2 Members of City Council, initially designated to include, but not limited to:
 - Chair: Hunter Madsen, Councillor and Chair, Economic Development Committee
 - Vice Chair: Steve Milani, Councillor
- At least 3 Members of City Staff, initially designated to include, but not limited to:
 - Tim Savoie, City Manager, City of Port Moody
 - Paul Rockwood, General Manager, Finance & Technology, City of Port Moody
 - Joji Kumagai, Economic Development Manager, City of Port Moody
- Potential Public, Governmental, and/or Institutional Partners
 - MLA Rick Glumac, BC Parliamentary Secretary for Technology
 - Delegate, BC Transportation Finance Authority
 - Delegate, Translink
- Additional members, as shall be designated at the discretion of the Chair

4. Operations of the Task Force

- 4.1. Meetings shall be called at the discretion of the Chair.
- 4.2. The Task Force shall be conducted in accordance with the rules of procedure set out in the Council Committee System Policy.
- 4.3. The Task Force shall terminate at the discretion of Council.



City of Port Moody

Report/Recommendation to Council

Date: September 27, 2019
 Submitted by: Councillor Diana Dilworth
 Subject: Mayor's Return to Duty versus Leave of Absence

Purpose

To seek Council direction with respect to the Mayor's recent return to his position at City Hall, after an extended leave of absence.

Recommended Resolution(s)

THAT until such time as the Mayor's legal issues have been resolved, that Council formally request the Mayor go back to an unpaid leave of absence;

AND THAT once his legal issues are resolved, and in the case that he is not totally exonerated, that Council formally request the Mayor's resignation.

Background

On Thursday, March 28, 2019, Mayor Vagramov's request for a paid leave of absence was approved. His request was based on time required to address a serious legal matter, involving criminal charges that would render him unavailable to fulfill the duties and responsibilities of the position of Mayor.

At a meeting of Council on May 7, 2019, the topic of the Mayor's paid leave of absence was reviewed and Council members moved to continue his paid leave status, with a commitment to review every 45 days.

On June 24, 2019, the Mayor issued a public statement advising that he was opting to no longer be receiving pay during the course of his leave.

On September 9, 2019, Mr. Vagramov returned to City Hall to resume the role of full-time, paid, Mayor of the City of Port Moody, despite the fact that his legal issues had not yet been resolved.

Discussion

The current provincial legislature governing municipal affairs, the Community Charter, has not recognized the incident of an elected official being charged or convicted of a criminal act, nor does it provide legal recourse for a local government to take a prescribed course of action in the case that an elected official is charged and/or convicted in their jurisdiction.

The onus is thus left with Mayor and/or Council to address any recourse or course of action, based on their perspectives and feedback from local residents.

I personally have documented feedback from over 200 Port Moody residents who have concerns that Mr. Vagramov is assuming the role of Mayor of the City while still under a cloud of criminal charges that have not yet been resolved. I am confident that all members of Council have heard this significant level of concern from our constituents. The Mayor's presence, as evidenced at the September 10th meeting of Council, is causing divisiveness in our community and is distracting to the serious role of governance that we were elected to fulfill.

Without provincial legislation to reference, the City of Port Moody is left with the only tool it has, the "Council Code of Conduct Bylaw" (2018). This bylaw was enacted to establish standards for the ethical conduct of members relating to their roles and obligations as representatives of the municipality and a procedure for the investigation and enforcement of those standards.

Specifically the bylaw speaks to:

"Arranging ones private affairs and conducting themselves in a manner that promotes public confidence and will bear close public scrutiny."

Our residents are making it very clear, through emails and phone calls, on social media, on the soccer field and in local commercial establishments, that they do not have confidence in the Mayor returning to his position at this time and that his behaviour does not meet their standards.

Union of BC Municipalities Take Action

Local and regional government officials recognized the critical need to have the Community Charter amended to include provisions for responding to the criminal charge and/or conviction of an elected official. A request was made to the BC Provincial Government through the following motions that were presented, and endorsed, by members of the Union of BC Municipalities at their 2018 annual convention.

B-83	Elected Official Disqualification	<p>WHEREAS there is no provision in BC legislation for disqualification from local government office, or mechanism for recall, in the event that an elected official is convicted of a serious criminal offense:</p> <p>THEREFORE it be resolved that UBCM lobby the provincial government to implement legislation to require that an elected local government official be disqualified from office upon conviction of a serious criminal offense, not including convictions related to non-violent acts of civil disobedience;</p> <p>AND THAT IT BE FURTHER RESOLVED that an elected local government official be required to take a paid leave of absence from office upon Crown approval of charges until the court process is complete.</p>
B-84	Disqualification from Holding Elected Office	<p>WHEREAS council has no authority to seek the removal of a council member who has been criminally convicted during his/her current term;</p> <p>AND WHEREAS the Honourable Selina Robinson, Minister of Municipal Affairs and Housing, has recommended that the City of Pitt Meadows advocate through LMLGA and UBCM for appropriate changes to the government legislation for local government;</p>

		<p>AND WHEREAS the Honourable Selina Robinson, Minister of Municipal Affairs and Housing, has advised that her Minister is prepared to work with UBCM on the issue:</p> <p>THEREFORE BE IT RESOLVED that UBCM lobby the provincial government to make whatever legislative changes are needed to:</p> <ul style="list-style-type: none"> a) Require that an elected local government official be put on unpaid leave immediately upon conviction, during his or her current term, of a serious criminal offense (to be defined by legislation), not including convictions related to non-violent acts of civil disobedience until expiration of the time to file an appeal or determination of an appeal; and b) Require that an elected local government official be disqualified from holding office upon conviction, during his or her current term, of a serious criminal offence (to be defined by legislation), not including convictions related to non-violent acts of civil disobedience upon the expiration of the time to file and appeal or determination of an appeal.
--	--	---

The Ministry of Municipal Affairs and Housing responded, noting that *“they take these matters very seriously; however, it is a sensitive issue, triggering complex policy, legal and practical questions. The legislation should balance the principle that it is the elector’s choice to decide who should best represent their interests in their communities, with statutory restrictions to protect communities from candidates who are ‘unsuitable’ for public office. Ministry staff are currently reviewing potential options to address the issues raised; however, any proposed changes in this area are intricate and must be considered carefully.”* (Provincial Response to the Resolutions of the 2018 Union of BC Municipalities, Feb 2019).

Summary

It is in the spirit of the message that Council members have heard clearly from Port Moody residents regarding their significant level of concern, and the direction that UBCM has endorsed to amend the existing provincial legislation, and to remove distraction and divisiveness from our City Hall, I respectfully ask for support from my fellow members of Council for these two motions.

Other Option(s)

1. THAT the report dated September 27, 2019 from Councillor Diana Dilworth regarding be received for information.
2. THAT the recommendations presented be separated and voted on individually.

Financial Implications

If one or both of the motions recommended are adopted by Council, there may be financial implications related to remuneration for the Mayor and/or Acting Mayor.

Communications and Civic Engagement Initiatives

Based on the recommendations stated in this report, if one or both motions are adopted by Council, there may be a need for City staff to issue a public press release, advising of the adoption of the motion(s).

Council Strategic Plan Objectives

Not relevant to Council’s Strategic Plan Objectives.

Attachment(s)

1. City of Port Moody Council Code of Conduct Bylaw, 2018, No. 3164 (July 24, 2018)

Report Author

Diana Dilworth, Councillor

Report Approval Details

Document Title:	Mayor's Return to Duty versus Leave of Absence.docx
Attachments:	- BL3164 City of Port Moody Council Code of Conduct Bylaw 2018 No 3164.pdf
Final Approval Date:	Sep 30, 2019

This report and all of its attachments were approved and signed as outlined below:

Dorothy Shermer



City of Port Moody

Bylaw No. 3164

A Bylaw to govern the conduct of members of Council.

The Council of the City of Port Moody enacts as follows:

1. Citation

- 1.1 This Bylaw may be cited as “City of Port Moody Council Code of Conduct Bylaw, 2018, No. 3164”.

2. Definitions

- 2.1 In this Bylaw,

- a) “Administration” means the administrative and operational arm of the Municipality, composed of various departments and business units and including all employees who operate under the leadership and supervision of the City Manager;
- b) “City Manager” means the chief administrative officer of the Municipality, or any other person designated to act in the place of the City Manager;
- c) “Investigator” means Council or the individual or body appointed by Council to investigate and report on complaints;
- d) “Member” means a member of Council and includes a Councillor or the Mayor; and
- e) “Municipality” means the municipal corporation of the City of Port Moody.

3. Purpose and Application

- 3.1 The purpose of this Bylaw is to establish standards for the ethical conduct of Members relating to their roles and obligations as representatives of the Municipality and a procedure for the investigation and enforcement of those standards.

4. Representing the Municipality

4.1 Members shall:

- a) act honestly and, in good faith, serve the welfare and interests of the Municipality as a whole;
- b) perform their functions and duties in a conscientious and diligent manner with integrity, accountability, and transparency;
- c) conduct themselves in a professional manner with dignity and make every effort to participate diligently in the meetings of Council, committees of Council, and other bodies to which they are appointed by Council; and
- d) arrange their private affairs and conduct themselves in a manner that promotes public confidence and will bear close public scrutiny.

5. Communicating on Behalf of the Municipality

- 5.1 A Member must not claim to speak on behalf of Council unless authorized to do so.
- 5.2 Unless Council directs otherwise, the Mayor is Council's official spokesperson and, in the absence of the Mayor, it is the Acting Mayor. All inquiries from the media regarding the official Council position on an issue shall be referred to Council's official spokesperson.
- 5.3 A Member who is authorized to act as Council's official spokesperson must ensure that their comments accurately reflect the official position and will of Council as a whole, even if the Member personally disagrees with Council's position.
- 5.4 No Member shall make a statement when they know that statement is false.
- 5.5 No Member shall make a statement with the intent to mislead Council or members of the public.
- 5.6 Member communication includes all forms of communication, including written, verbal, and social media.

6. Respecting the Decision-Making Process

- 6.1 Decision-making authority lies with Council, and not with any individual Member. Council may only act by bylaw or resolution passed at a Council meeting at which there is a quorum present. No Member shall, unless authorized by Council, attempt to bind the Municipality or give direction to employees in the Administration, agents, contractors, consultants, or other service providers or prospective vendors to the Municipality.
- 6.2 Members shall conduct and convey Council business and all their duties in an open and transparent manner, other than for those matters which by law are authorized to be dealt with in a confidential manner in a closed session, and in so doing, allow the public to view the process and rationale which was used to reach decisions and the reasons for taking certain actions.

- 6.3 Members shall accurately communicate the decisions of Council, even if they disagree with Council's decision, such that respect for the decision-making processes of Council is fostered.
- 6.4 Council members have the right and responsibility to speak publicly and explain their position and agreement or disagreement with the overall Council decision.

7. Adherence to Policies, Procedures, and Bylaws

- 7.1 Members shall uphold the law established by the Parliament of Canada and the Legislature of British Columbia and the bylaws, policies, and procedures adopted by Council.
- 7.2 Members shall respect the Municipality as an institution, its bylaws, policies, and procedures and shall encourage public respect for the Municipality, its bylaws, policies, and procedures.
- 7.3 A Member must not encourage disobedience of any bylaw, policy, or procedure of the Municipality in responding to a member of the public, as this undermines public confidence in the Municipality and in the rule of law.

8. Respectful Interactions with Council Members, Staff, the Public, and Others

- 8.1 Members shall act in a manner that demonstrates fairness, respect for individual differences and opinions, and an intention to work together for the common good and in furtherance of the public interest.
- 8.2 Members shall treat one another, employees of the Municipality, and members of the public with courtesy, dignity, and respect and without abuse, bullying, or intimidation.
- 8.3 No Member shall use indecent, abusive, or insulting words or expressions toward another Member, any employee of the Municipality, or any member of the public.
- 8.4 No Member shall speak in a manner that is discriminatory to any individual based on the person's race, religious beliefs, colour, gender, physical disability, mental disability, age, ancestry, place of origin, marital status, source of income, family status, or sexual orientation.
- 8.5 Members shall respect the fact that employees in the Administration work for the Municipality as a corporate body and are charged with making recommendations that reflect their professional expertise and a corporate perspective and that employees are required to do so without undue influence from any Member or group of Members.
- 8.6 Members must not:
 - a) involve themselves in matters of Administration, which fall within the jurisdiction of the City Manager;
 - b) use, or attempt to use, their authority or influence for the purpose of intimidating, threatening, coercing, commanding, or influencing any employee of the Municipality with the intent of interfering in the employee's duties; or

- c) maliciously or falsely injure the professional or ethical reputation, or the prospects or practice of employees of the Municipality.

9. Confidential Information

- 9.1 Members must keep in confidence matters discussed in private at a Council or Council committee meeting until the matter is discussed at a meeting held in public or until disclosure has been lawfully authorized.
- 9.2 Members shall refrain from disclosing or releasing any confidential information acquired by virtue of their office except when required by law or authorized by Council to do so.
- 9.3 No Member shall use confidential information for personal benefit or for the benefit of any other individual organization.
- 9.4 Confidential information includes information in the possession of, or received in confidence by, the Municipality that the Municipality is prohibited from disclosing pursuant to legislation, court order, or by contract, or is required to refuse to disclose under the *Freedom of Information and Privacy Protection Act* or any other legislation, or any other information that pertains to the business of the Municipality, and is generally considered to be of a confidential nature, including but not limited to information concerning:
 - a) personal information;
 - b) labour relations or other employee relations;
 - c) the security of the property of the Municipality;
 - d) a proposed or pending acquisition or disposition of land or other property;
 - e) law enforcement matters;
 - f) litigation or potential litigation, including matters before administrative tribunals;
 - g) advice subject to solicitor-client privilege;
 - h) contract negotiations and discussions respecting the proposed provision of a service; and
 - i) discussions with other levels of government.

10. Conflicts of Interest

- 10.1 Members have a statutory duty to comply with the Conflict of Interest provisions as set out in the *Community Charter*.
- 10.2 Members may request that the City Manager seek a legal opinion from the City Solicitor with respect to situations that may result in a real or perceived conflict of interest.
- 10.3 Members are to be free from undue influence and not act or appear to act in order to gain financial or other benefits for themselves, family, friends, or associates, business or otherwise.
- 10.4 Members shall approach decision-making with an open mind that is capable of persuasion.

11. Improper Use of Influence

- 11.1 No Member shall use the influence of the Member's office for any purpose other than for the exercise of the Member's official duties.
- 11.2 No Member shall act as a paid agent to advocate on behalf of any individual, organization, or corporate entity before Council or a committee of Council or any other body established by Council.
- 11.3 Members shall not contact or otherwise attempt to influence members of any adjudicative body regarding any matter before it relating to the Municipality.
- 11.4 Members shall refrain from using their positions to obtain employment with the Municipality for themselves, family members, or close associates. Members are ineligible to apply or be considered for any position with the Municipality while they hold their elected position and for one year after leaving office.

12. Use of Municipal Assets and Services

- 12.1 Members shall use municipal property, equipment, services, supplies, and staff resources only for the performance of their duties as a Member, subject to the following limited exceptions:
 - a) municipal property, equipment, service, supplies, and staff resources that are available to the general public may be used by a Member for personal use upon the same terms and conditions as members of the general public, including booking and payment of any applicable fees or charges; and
 - b) electronic communication devices, including but not limited to desktop computers, laptops, tablets, and smartphones, which are supplied by the Municipality to a Member, may be used by the Member for personal use, provided that the use is not offensive, inappropriate, or for personal gain.

13. Orientation and Other Training Attendance

- 13.1 Every Member must attend the orientation training offered by the Municipality within 90 days after the Member takes the oath of office.
- 13.2 Unless excused by Council, every Member must attend the Elected Officials Seminar offered by the Local Government Leadership Academy in the first quarter of the year following local government elections.
- 13.3 Unless excused by Council, every Member must attend any other training organized at the direction of Council for the benefit of Members throughout the Council term.

14. Remuneration and Expenses

- 14.1 Members are stewards of public resources and shall avoid waste, abuse, and extravagance in the use of public resources.
- 14.2 Members shall be transparent and accountable with respect to all expenditures and strictly comply with all municipal bylaws, policies, and procedures regarding claims for remuneration and expenses.

15. Gifts and Hospitality

- 15.1 Members have a statutory duty to comply with provisions of the *Community Charter* on restrictions on accepting gifts.
- 15.2 Members shall not accept gifts, hospitality, or other benefits that would, to a reasonable member of the public, appear to be in gratitude for influence, to induce influence, or otherwise to go beyond the necessary and appropriate public functions involved.
- 15.3 Gifts received by a Member on behalf of the Municipality as a matter of official protocol which have significance or historical value for the Municipality shall be left with the Municipality when the Member ceases to hold office.

16. Election Campaigns

- 16.1 No Member shall use any facilities, equipment, supplies, services, municipal logo, or other resources of the Municipality for any election campaign or campaign-related activity.

17. Informal Complaint Process

- 17.1 Any Member who has identified or witnessed conduct by a Member that the Member reasonably believes, in good faith, is in contravention of this Bylaw may address the prohibited conduct by:
 - a) advising the Member that the conduct violates this Bylaw and encouraging the Member to stop; or
 - b) requesting the Mayor to assist in informal discussion of the alleged complaint with the Member in an attempt to resolve the issue. In the event that the Mayor is the subject of, or is implicated in a complaint, the person may request the assistance of the Acting Mayor.
- 17.2 Individuals are encouraged to pursue this informal complaint procedure as the first means of remedying conduct that they believe violates this Bylaw; however, an individual is not required to complete this informal complaint procedure prior to pursuing the formal complaint procedure outlined below.

18. Formal Complaint Process

- 18.1 Any person who has identified or witnessed conduct by a Member that the person reasonably believes, in good faith, is in contravention of this Bylaw may file a formal complaint in accordance with the following procedure:
 - a) all complaints shall be made in writing and shall be dated and signed by an identifiable individual;
 - b) all complaints shall be addressed to the Investigator and Council may, in the case of any complaint, either appoint an Investigator, or investigate such complaint itself;
 - c) the complaint must set out reasonable and probable grounds for the allegation that the Member has contravened this Bylaw, including a detailed description of the facts, as they are known, giving rise to the allegation;

- d) if the facts, as reported, include the name of one or more Members who are alleged to be responsible for the breach of this Bylaw, the Member or Members concerned shall receive a copy of the complaint submitted to the Investigator and be given the opportunity to provide an initial response to the complaint, prior to the decision being made as to whether to investigate, pursuant to section 18.1(e);
- e) upon receipt of a complaint under this Bylaw, the Investigator shall review the complaint, including any initial response by the Member who is the subject of the complaint, and decide whether to proceed to investigate the complaint. If the Investigator is of the opinion that a complaint is frivolous, vexatious, or is not made in good faith, or that there are no grounds or insufficient grounds for conducting an investigation, the Investigator may choose not to investigate or, if already commenced, may terminate any investigation, or may dispose of the complaint in a summary manner. In that event, the complainant and Council, if Council is not the Investigator, shall be notified of the Investigator's decision;
- f) if the Investigator decides to investigate the complaint, the Investigator shall take such steps as may be considered appropriate, which may include seeking legal advice. All proceedings of the Investigator regarding the investigation shall be confidential;
- g) if the Investigator is not Council, the Investigator shall, upon conclusion of the investigation, provide the Council and the Member who is the subject of the complaint, the results of the Investigator's investigation for Council's consideration, including any decision or imposition of a sanction and if Council is the Investigator and decides to investigate pursuant to section 18.1(f), such investigation shall be conducted pursuant to section 18.1(h) below;
- h) a Member who is the subject of an investigation shall be afforded procedural fairness, including an opportunity to respond to the allegations at the time of receipt by Council of the Investigator's report, where Council is not the Investigator and in any event before Council deliberates and makes any decision or any sanction is imposed; and
- i) a Member who is the subject of an investigation is entitled to be represented by legal counsel at the Council meeting where any decision is to be made or any sanction may be imposed, at the City's expense once, and subsequently, at the Member's sole expense, unless Council has, in advance, agreed to be responsible for such legal costs.

19. Compliance and Enforcement

19.1 Members shall uphold the letter, the spirit, and the intent of this Bylaw.

19.2 Members are expected to cooperate in every way possible in securing compliance with the application and enforcement of this Bylaw.

19.3 No Member shall:

- a) undertake any act of reprisal or threaten reprisal against a complainant or any other person for providing relevant information to Council or to any other person; or
- b) obstruct Council, or any other person, in carrying out the objectives or requirements of this Bylaw.

19.4 Sanctions that may be imposed on a Member, by Council, upon a finding that the Member has breached this Bylaw may include:

- a) a letter of reprimand addressed to the Member;
- b) requesting that the Member issue a letter of apology;
- c) publication of a letter of reprimand or request for apology and the Member's response;
- d) requirement to attend training;
- e) suspension or removal of the appointment of a Member as the Acting Mayor;
- f) suspension or removal from some or all internal and external Council committees and bodies to which Council has the right to appoint members;
- g) restricting the Member from attending events as a representative of Council;
- h) imposing further limits on Council related travel or expenses beyond those set out in Corporate policies;
- i) requiring the return of Municipal property provided for convenience;
- j) limiting access to certain municipal facilities;
- k) restricting how documents are provided to the Member; and
- l) any other sanction Council deems reasonable and appropriate in the circumstances, provided that the sanction does not prevent a Member from fulfilling the legislated duties of a Member and the sanction is not contrary to Provincial Legislation.

20. Review

20.1 This Bylaw shall be brought forward for review at the beginning of each term of Council and at any other time that Council considers appropriate to ensure that it remains current and continues to accurately reflect the standards of ethical conduct expected of Members.

21. Severability

21.1 If a portion of this Bylaw is found invalid by a court, it will be severed and the remainder of the Bylaw will remain in effect.

Read a first time this 17th day of July, 2018.

Read a second time this 17th day of July, 2018.

Read a third time this 17th day of July, 2018.

Adopted this 24th day of July, 2018.

M.E. Clay
Mayor

D. Shermer
Corporate Officer

I hereby certify that the above is a true copy of Bylaw No. 3164 of the City of Port Moody.

D. Shermer
Corporate Officer



City of Port Moody

Report/Recommendation to Council

Date: January 28, 2019
 Submitted by: Councillor Hunter Madsen
 Subject: Recommendation to Reduce Local GHG Emissions by Requiring Portland-Limestone Cement in All Future Construction within Port Moody

Purpose

This report asks staff to assess the feasibility of requiring all future civic and private construction in Port Moody to use Portland Limestone Cement or Contempra in place of conventional cement, considering the potential benefit in reducing greenhouse gas emissions in support of the City's climate-action priorities.

Recommended Resolution(s)

THAT Council direct staff to report back with an assessment of the benefits, costs, feasibility, and implementation steps that would be required for the City to require that Portland-Limestone Cement (or its enhanced variant, Contempra) be used wherever cement might be called for in any future civic/public projects or private construction within the City of Port Moody, per the report dated September 28, 2019 from Councillor Hunter Madsen titled Recommendation to Reduce Local GHG Emissions by Requiring Portland-Limestone Cement in All Future Construction within Port Moody.

AND THAT staff's assessment include consultation with the Cement Association of Canada, regional cement providers, and a selection of construction firms that would be affected by this change.

Background

The City of Port Moody plans to redevelop several large downtown neighbourhoods (e.g., Coronation Park, Moody Centre TOD) and support substantial new projects elsewhere that are expected to increase the city's resident population by +50% by the year 2041. These massive densification efforts will be heavily dependent on construction with cement, a component of building concrete whose use contributes an estimated 5% to greenhouse gas (GHG) emissions worldwide.

On May 15, 2019, our Council passed an official declaration of "climate emergency," setting an ambitious goal to reduce overall greenhouse gas emissions in Port Moody by 45% by the year 2030 and sanctioning a list of substantive actions that our City would undertake to achieve that goal, including a commitment by 2030 to "reduce the carbon content of new buildings and construction projects by 40% (compared to 2018)."

Toward that end, this report identifies a significant opportunity for the City to meaningfully advance its GHG-reduction efforts as our city undergoes re-development, deploying a well-researched and widely accepted advance in construction-materials technology that is endorsed and recommended by the Cement Association of Canada, that is manufactured locally in British Columbia in ample quantities, that is widely available and can be deployed by builders in place of conventional cement at little or no incremental cost, and that promises to reduce the GHG's embodied in concrete by approximately 10%.

While the City of Vancouver has, for some time now, required the use of Portland-Limestone Cement (PLC) in the construction of its public buildings in order to reduce GHG emissions, the City of Port Moody has an opportunity to take the initiative as a climate-action leader by becoming the first municipality in Canada to call for PLC use in private construction as well. If staff's assessment supports this initiative, Port Moody can provide a new standard and model for bylaw-implementation that integrates reduced-GHG cement in place of conventional cement in all future construction.

Discussion

The Cement Association of Canada (C.A.C.), an industry advocacy group, has provided the following overview of the Portland-limestone cement opportunity to reduce greenhouse-gas emissions:

Why replace conventional cement with Portland-limestone cement or Contempra? Cement is an essential ingredient in concrete, the indispensable construction material that is literally the universal foundation of modern communities: even wood-based buildings today are almost always built atop concrete foundations, and virtually all dense tower and multi-floor construction is concrete-intensive.

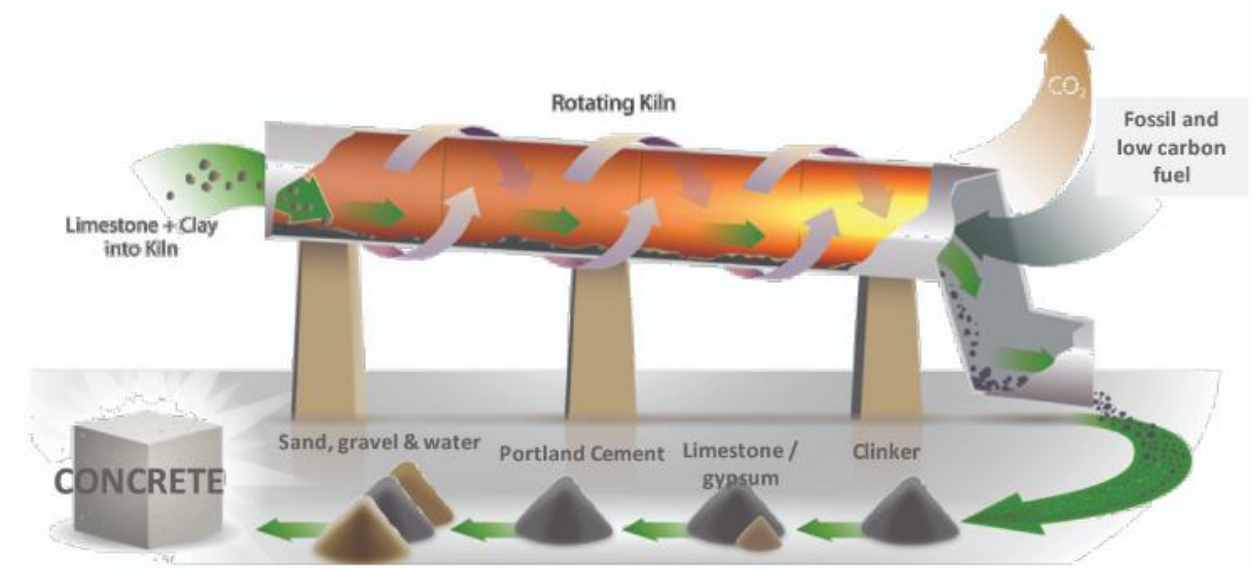
Contempra is a new form of cement, produced by an improved process based on so-called Portland-limestone cement, that has been shown to reduce carbon dioxide emissions from the cement manufacturing process by 10% while still producing concrete of comparable strength and durability to concrete produced with regular cement. Contempra is recognized under the name Portland-limestone cement (PLC) in CSA cement and concrete standards. Introduced in the Canadian market in 2011, Contempra reportedly accounts already for nearly 50% of the domestically produced cement that is consumed in British Columbia.

This uptake seems likely to accelerate as more developers, builders and infrastructure decision makers specify carbon-reduced cement for their projects, leading to potential GHG reductions of up to 900,000 tonnes annually nationwide. According to the C.A.C., this is equal to saving over 347 million liters of gas. Or planting 23 million trees. Contempra updates the established advantages of concrete as a construction medium — safety, sustainability, durability, resiliency, versatility and energy-efficiency — by making it also more suitable for low-carbon built environments.

Contempra's 10% reduction in CO₂ emissions occurs during the cement manufacturing process. While Portland-limestone cement may contain up to 5% limestone added later in the kilning process, which conserves on heating energy and reduces GHG's, Contempra involves the further step of intergrinding regular clinker — the main conglomerate ingredient in cement —

with up to 15% limestone. Clinker is the energy intensive component in cement. The clinker used to make Contempra is the same clinker that is used to manufacture regular Portland-limestone cement. Reducing the clinker content of cement in this way by adding finely ground limestone further reduces the amount of emissions associated with its manufacture.

How are Portland-limestone cement and Contempra manufactured? All cement begins by feeding limestone and clay into kilns fired together at extremely high temperatures, and the heating energy (which is mostly fossil fuels today, but potentially biosolids in the future) that is required to transmute these elements generates substantial release of greenhouse gases. The Portland-limestone cement process reduces the overall amount of kiln fuel required because it feeds a percentage of the limestone into the compound, unfired, at a later stage in the process, creating a cement that performs as a construction material just as well as conventional cement does, and yet requires less fuel to create.



Contempra's manufacturing process involves an additional step, modifying the clinker (the gravelly mixed material) and limestone proportions before the final grinding takes place. The limestone, being a softer material, is ground finer than the clinker. However, both the clinker and the limestone in Contempra are ground finer than in regular Portland cement. The particle size and the particle size distribution in Contempra cement has a significant positive impact on the properties of the final product — concrete. This process of achieving the proper size and distribution of particles in Contempra cement is commonly referred to as “optimizing” the cement.

GHG-reduced Contempra and PLC are fully market-competitive alternatives that are ready for universal industry adoption. The C.A.C. advises that Contempra is:

- Currently priced about the same as conventional cement. (Note that the major cement manufacturers in Ontario, which include local B.C. manufacturers LeHigh and LeFarge, have all co-signed a letter affirming that there is no additional cost to the use of PLC versus general-use cement.)

- Manufactured in ample quantity today by the lower mainland's two primary cement makers, Lafarge (in Richmond) and Lehigh Hanson (in Delta), which have indicated that they can readily increase production as needed to meet market demand.
- Already in active use among 135 “ready-made” concrete facilities throughout B.C. and 17 pre-cast concrete producers.

Climate-action leadership means taking the next logical step to advance safe and competitive local building practices in defense of our climate. Port Moody has committed itself to take bold actions to fight climate change. This proposed introduction of a requirement to use either PLC or Contempra in future construction within our city appears to be one GHG-reduction initiative that can be implemented relatively quickly and easily with minimal disruption to construction methods and costs. The report directs staff to investigate this opportunity and report back on the feasibility and timeline for implementation.

Other Options

- 1) THAT the report dated September 28, 2019 regarding Recommendation to Reduce Local GHG Emissions by Requiring Portland- Limestone Cement in All Future Construction within Port Moody from Councillor Hunter Madsen be received for information
AND THAT public and private construction in Port Moody be permitted to continue deploying conventional cement that, at the discretion of the builder, contributes a higher level of destructive greenhouse gas emissions to our atmosphere.
- 2) THAT staff assess the feasibility of requiring PLC or Contempra cement only in public projects, not in private construction.

Financial Implications

To be determined: implementation of this initiative may entail some expense related to industry consultation, bylaw modification, and industry communication.

Communications and Civic Engagement Initiatives

If adopted, City may choose to communicate to the public regarding this climate-action initiative and the rationale for undertaking it.

Council Strategic Plan Objectives

Council's approved Strategic Plan for 2019-2022 calls upon Council to

- “Provide leadership in climate change by thinking globally and acting locally.”
- “Respond and adapt to climate change through planning and policy development.”
- “Address global climate change with local actions.”

Attachment(s)

1. Climate Emergency Declaration – Report by Councillors Amy Lubik and Meghan Laht (May 15, 2019)
2. Contempra Fact Sheet – Cement Association of Canada

3. Contempra™ and Portland Limestone Cement and Their Use in Lower-Carbon Intensity Cement
4. Environmental Product Declaration – GU (General Use) and Portland Limestone Cements

Report Author

Hunter Madsen, Councillor

Considered at June 11, 2019 Regular Council Meeting

Council Agenda Information

☒ Regular Council June 11, 2019

Item 9.3



City of Port Moody Report/Recommendation to Council

Date: May 15, 2019

File No. 01-0530-01/2019

Submitted by: Councillor Amy Lubik and Acting Mayor Meghan Lahti

Subject: Climate Emergency Declaration

Purpose / Introduction

To proposed that Port Moody declare a Climate Emergency, implore higher levels of government to take action through UBCM and FCM motions, and to direct staff to 1) revise Port Moody's climate targets to reflect the IPCC 2018 report on what Port Moody's GHG emissions need to be to reach the City's Paris Accord targets, including interim targets, and 2) devise steps that need to be taken to meet those targets, including, but not limited to suggestions in this report and report back in 90 days.

Recommended Resolutions

THAT the City of Port Moody declare a climate emergency;

AND THAT the City of Port Moody update its GHG emission targets to be in line with the Intergovernmental Panel on Climate Change report targets, and include in its Climate Action Plan and other community plans new bold actions that the City could pursue to achieve its targets, including, but not limited to, the following six actions:

1. aim to have 90% of all new residents live within an easy walk of their "daily needs";
2. accelerate its goal of having 40% of trips in the City made by walking, biking, or transit by 2030, and continue to champion regional transit initiatives;
3. have 50% of all cars driven on City roads be zero emissions vehicles by 2030;
4. aim to have all new and replacement heating and hot water systems in buildings produce zero emissions by 2025;
5. by 2030, reduce the carbon content of new buildings and construction projects by 40% (compared to 2018); and
6. include targets for enhancement, including opportunities for creek daylighting/enhancement, foreshore protection and enhancement, establishing connectivity between Environmentally Sensitive Areas (ESAs) and enhancing forest health in the City's ESA Management Strategy, and develop an urban forestry strategy that will move towards achieving the IPCC Goals;

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Report/Recommendation to Council

Climate Emergency Declaration

May 15, 2019

AND THAT letters be sent to the provincial and federal Finance Ministers imploring senior levels of government to take similar actions and make investments regarding the climate change crisis as they would in response to other crises, including, but not limited to: diverting subsidies from fossil fuel companies, or matching those investments to fund adaption for municipalities; the creation and expansion of carbon sequestration technology; the mandating of such technology for all polluters; just transition career training, particularly for low-income workers, those employed in fossil fuel dependent sectors, and Indigenous Communities [where desired by those communities]; rapid expansion of transit infrastructure, and clean energy retrofitting for all existing residential and institutional buildings, particularly for the most vulnerable in our society;

AND THAT the following resolution regarding Declaration of a Climate Emergency be endorsed and forwarded for consideration at the 2019 UBCM convention and next possible FCM convention:

WHEREAS in 2018, the Intergovernmental Panel on Climate Change (IPCC) released a Special Report stating that emissions must decline by 45% from 2010 levels by 2030 and reach net zero by 2050 in order to avoid severe climate change impacts;

AND WHEREAS the World Health Organization has declared climate change to be the number one health emergency of our time;

AND WHEREAS local governments and cities are globally taking the lead on climate action, with more than 90 cities in the USA committing to 100% renewable energy by 2050, 15 cities in Canada committing to 100% renewable energy by 2050, and 20 cities committing to 80-100% GHG emissions reduction by 2050, and are calling on senior levels of government for a more urgent, emergency response;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia [and Canadian Federal Government] take similar actions and make similar investments regarding the climate change crisis as they would in response to other crises, including, but not limited to: diverting subsidies from fossil fuel companies, or matching those investments to fund adaption for municipalities; the creation and expansion of carbon sequestration technology; the mandating of such technology for all polluters; just transition career training, particularly for low-income workers, those employed in fossil fuel dependent sectors, and Indigenous Communities [where desired by those communities]; rapid expansion of transit infrastructure; and clean energy retrofitting for all existing residential and institutional building, particularly for the most vulnerable in our society.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Report/Recommendation to Council

Climate Emergency Declaration

May 15, 2019

Background

In 2018, the Intergovernmental Panel on Climate Change (IPCC) released a Special Report stating that emissions must decline by 45% from 2010 levels by 2030 and reach net zero by 2050 in order to avoid severe climate change impacts (**Attachment 1**). Port Moody should be striving to meet these targets, as should all municipalities, provinces, countries, and corporations.

Port Moody Council has declared its dedication to fighting climate change and being a leader in mitigation, adaptation, and resilience, and we are currently formulating a plan to combat climate change for our city. What we do matters. As a small municipality on the frontlines of sea-level rise and wildfire interfaces, we can set a precedent and be an example for communities all over the world. It is imperative that we declare climate change the emergency it is and push other levels of government to take significant action, as we, as a municipality, cannot do this alone. We also know that those most impacted by climate change will be the most impoverished in our society and that we need a just transition for workers away from precarious and now more frequently automated fossil fuel dependent work into equally well-paying, more stable jobs, as no one should be forced into poverty due to trying to create a better world (**Attachment 2**); this should be a great opportunity to increase equity in our country and the world, as much as it is a crisis. Emergencies require restricting and reprioritizing of resources and we need to do just that. Currently, municipalities can barely keep up with maintenance of our aging infrastructure, let alone building up for climate change resilience; funds need to be diverted to this cause and it makes the most sense to funding it at least to the capacity to which we are currently subsidizing fossil fuel companies.

Discussion

Other cities that have declared a climate change emergency have made the following directives:

- 1) pass a formal resolution to adopt the latest IPCC recommended GHG reduction targets of 45% below 2010 levels by 2030, 65% by 2040, and 100% by 2050 for all community-wide emissions;
- 2) establish a meaningful set of interim targets and ensure that these targets are incorporated into all relevant municipal planning documents (OCPs, CEEPs, etc.) that the city creates from this point forward; and
- 3) direct city staff to draft a plan for annual transparent measuring and reporting on the municipality's community emissions beginning no later than 2020, including a proposal for how these activities will be funded.

Vancouver's staff recommended six bold actions to tackle climate change and these should be considered for Port Moody, with the staff climate action working group directed to suggest their own versions, additions, and recommendations for Port Moody, in order to meet our targets.

These actions include:

- aim to have 90% of all new residents live within an easy walk of their "daily needs"; and
- accelerate its goal of having two-third of trips in the city by walking, biking, or transit by 2030 (instead of 2040).

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Report/Recommendation to Council

Climate Emergency Declaration

May 15, 2019

The current Port Moody MTP target is for a 40% sustainable mode share by 2040. Staff currently estimate we are at a sustainable mode share of about 20%. The City's target also took into account sustainable mode share for our entire region that currently sits at 27% according to the most recent (2011) information from TransLink. Our target was also developed with input from TransLink and how we can help achieve the regional Metro Vancouver sustainable mode share target of 50% by 2045 (per the Regional Transportation Strategy).

Given that Port Moody is starting from a much lower baseline than Vancouver, the exact same targets may not be reachable; however, staff could be directed to include more aggressive targets as new TransLink developments occur, and prioritize the creation of more local jobs, in order to decrease commuting.

Further, Port Moody Council should taking a strong proactive stance on regional initiatives such as congestion pricing [with equity considerations], which could also help expedite reaching our target.

- have 50% of all cars driven on city roads be zero emissions vehicles by 2030;
- aim to have all new and replacement heating and hot water systems in buildings produce zero emissions by 2025;
- reduce the carbon content of new buildings and construction projects by 40% (compared to 2018) by 2030 by shifting from concrete to wooden constructions and shifting to lower-emission concrete; and
- by 2030, restore enough forest and coastal ecosystems in the city to remove one million tonnes of carbon pollution every year by 2060.

Port Moody should consider a similar realistic but lofty goal, including retention and expansion of our tree canopy, ecosystem restoration and enhancement, and creek daylighting/ restoration. The City's Environmentally Sensitive Areas (ESA) Management Strategy update will include the percentage canopy cover and other metrics/performance indicators related to hectares of natural area protected, unprotected, areas restored, etc. The intent of the ESA Management Strategy update is to provide direction on areas within ESAs that are suitable for enhancement, including opportunities for creek daylighting/enhancement, foreshore protection and enhancement, establishing connectivity between ESAs, and enhancing forest health. In addition, the update will include improvements to the development permit process to ensure successful implementation of the principles that underlay the ESA Management Strategy.

Goals and metrics such as tonnes of carbon sequestration/carbon storage, tonnes of pollution removed, and cubic meters of avoided stormwater runoff are common measures included in Urban Forest Strategies. Staff should be directed to create an Urban Forest Strategy.

The Intergovernmental Panel on Climate Change has stated that we only have 11 years left to turn this situation around. Port Moody is already a leader in climate action; it is time to make sure we are meeting our targets to ensure future generations have hope and a just and sustainable future.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Report/Recommendation to Council

Climate Emergency Declaration

May 15, 2019

Other Options

THAT the report dated May 15, 2019 from Councillor Amy Lubik and Acting Mayor Meghan Lahti regarding Climate Emergency Declaration be received for information.

Financial Implications

Staff would need to report back on financial implications depending on actions taken. Where possible, funds should be diverted from the gas tax and grants should be applied for.

Communications / Civic Engagement

There are no communications or civic engagement initiatives required by the recommendations in this report.

Council Strategic Plan Objectives

Climate Change Reliance and Leadership are central to Council's Strategic Plan.

Attachments:

1. Intergovernmental Panel on Climate Change 2018 Global Warming of 1.5° C Report.
2. Climate Justice Alliance – Just Transition Principles.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Report/Recommendation to Council

Climate Emergency Declaration

May 15, 2019

Prepared by:

Amy Lubik
Councillor



Meghan Lahti
Acting Mayor

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

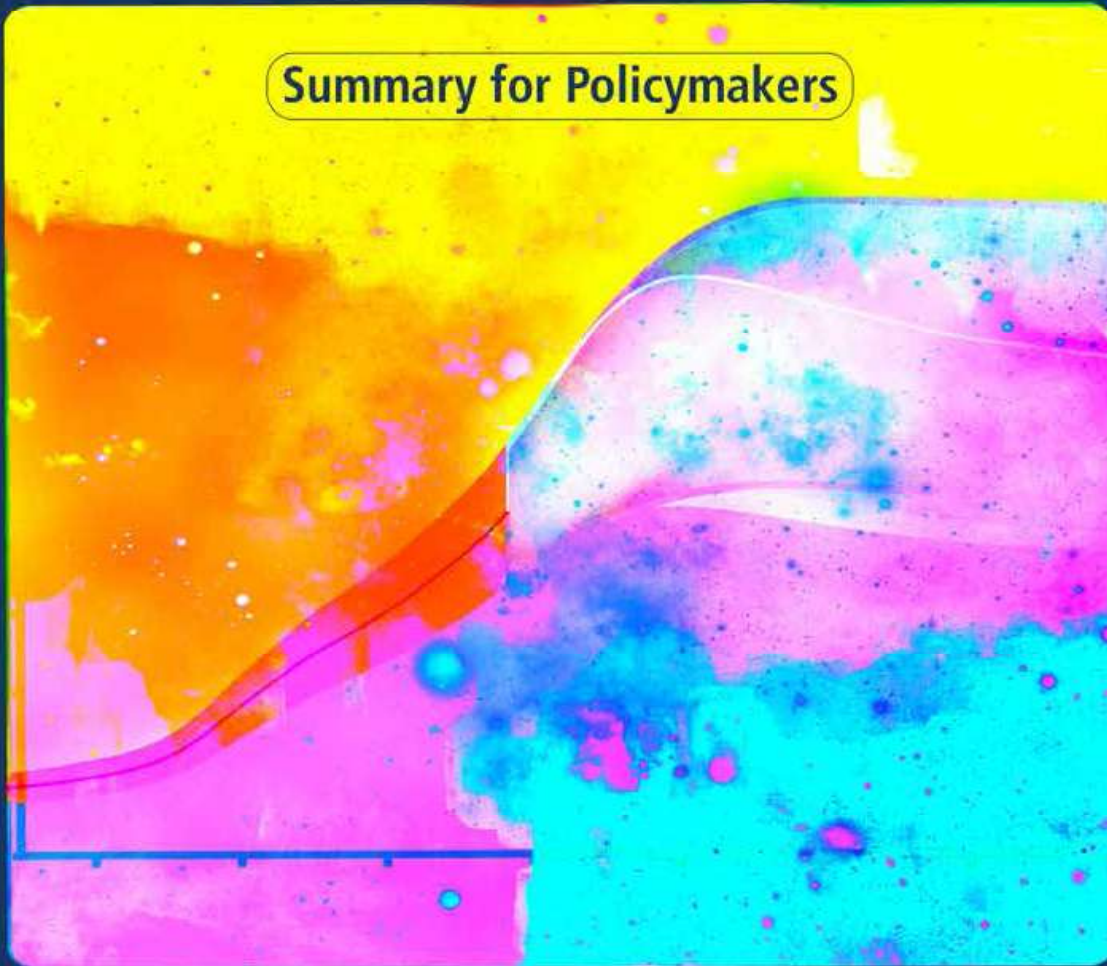
ipcc

INTERGOVERNMENTAL PANEL ON climate change

Global Warming of 1.5°C

An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty

Summary for Policymakers



WG I

WG II

WG III



WMO



UNEP

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Global warming of 1.5°C

**An IPCC Special Report on the impacts of global warming of 1.5°C
above pre-industrial levels and related global greenhouse gas emission pathways,
in the context of strengthening the global response to the threat of climate change,
sustainable development, and efforts to eradicate poverty**

Summary for Policymakers

Edited by

Valérie Masson-Delmotte
Co-Chair Working Group I

Hans-Otto Pörtner
Co-Chair Working Group II

Jim Skea
Co-Chair Working Group III

Panmao Zhai
Co-Chair Working Group I

Debra Roberts
Co-Chair Working Group II

Priyadarshi R. Shukla
Co-Chair Working Group III

Anna Pirani
Head of WGI TSU

Roz Pidcock
Head of Communication

Yang Chen
Science Officer

Elisabeth Lonnoy
Project Assistant

Wilfran Moufouma-Okia
Head of Science

Sarah Connors
Science Officer

Xiao Zhou
Science Assistant

Tom Maycock
Science Editor

Clotilde Péan
Head of Operations

J. B. Robin Matthews
Science Officer

Melissa I. Gomis
Graphics Officer

Melinda Tignor
Head of WGII TSU

Tim Waterfield
IT Officer

Working Group I Technical Support Unit

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

SPM

Summary for Policymakers

Drafting Authors:

Myles Allen (UK), Mustafa Babiker (Sudan), Yang Chen (China), Heleen de Coninck (Netherlands/EU), Sarah Connors (UK), Renée van Diemen (Netherlands), Opha Pauline Dube (Botswana), Kristie L. Ebi (USA), Francois Engelbrecht (South Africa), Marion Ferrat (UK/France), James Ford (UK/Canada), Piers Forster (UK), Sabine Fuss (Germany), Tania Guillén Bolaños (Germany/Nicaragua), Jordan Harold (UK), Ove Hoegh-Guldberg (Australia), Jean-Charles Hourcade (France), Daniel Huppmann (Austria), Daniela Jacob (Germany), Kejun Jiang (China), Tom Gabriel Johansen (Norway), Mikiko Kainuma (Japan), Kiane de Kleijne (Netherlands/EU), Elmar Kriegler (Germany), Debora Ley (Guatemala/Mexico), Diana Liverman (USA), Natalie Mahowald (USA), Valérie Masson-Delmotte (France), J. B. Robin Matthews (UK), Richard Millar (UK), Katja Mintenbeck (Germany), Angela Morelli (Norway/Italy), Wilfran Moufouma-Okia (France/Congo), Luis Mundaca (Sweden/Chile), Maike Nicolai (Germany), Chukwumerije Okereke (UK/Nigeria), Minal Pathak (India), Anthony Payne (UK), Roz Pidcock (UK), Anna Pirani (Italy), Elvira Poloczanska (UK/Australia), Hans-Otto Pörtner (Germany), Aromar Revi (India), Keywan Riahi (Austria), Debra C. Roberts (South Africa), Joeri Rogelj (Austria/Belgium), Joyashree Roy (India), Sonia I. Seneviratne (Switzerland), Priyadarshi R. Shukla (India), James Skea (UK), Raphael Slade (UK), Drew Shindell (USA), Chandni Singh (India), William Solecki (USA), Linda Steg (Netherlands), Michael Taylor (Jamaica), Petra Tschakert (Australia/Austria), Henri Waisman (France), Rachel Warren (UK), Panmao Zhai (China), Kirsten Zickfeld (Canada).

This Summary for Policymakers should be cited as:

IPCC, 2018: Summary for Policymakers. In: *Global warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty* [V. Masson-Delmotte, P. Zhai, H. O. Pörtner, D. Roberts, J. Skea, P. R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J. B. R. Matthews, Y. Chen, X. Zhou, M. I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, T. Waterfield (eds.)]. *World Meteorological Organization, Geneva, Switzerland, 32 pp.*

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

Acknowledgements

We are very grateful for the expertise, rigour and dedication shown throughout by the volunteer Coordinating Lead Authors and Lead Authors, working across scientific disciplines in each chapter of the report, with essential help by the many Contributing Authors. The Review Editors have played a critical role in assisting the author teams and ensuring the integrity of the review process. We express our sincere appreciation to all the expert and government reviewers. A special thanks goes to the Chapter Scientists of this report who went above and beyond what was expected of them: Neville Ellis, Tania Guillén Bolaños, Daniel Huppmann, Kiane de Kleijne, Richard Millar and Chandni Singh.

We would also like to thank the three Intergovernmental Panel on Climate Change (IPCC) Vice-Chairs Ko Barrett, Thelma Krug, and Youba Sokona as well as the members of the WGI, WGII and WGIII Bureaux for their assistance, guidance, and wisdom throughout the preparation of the Report: Amjad Abdulla, Edvin Aldrian, Carlo Carraro, Diriba Korecha Dadi, Fatima Driouech, Andreas Fischlin, Gregory Flato, Jan Fuglestedt, Mark Howden, Nagmeldin G. E. Mahmoud, Carlos Mendez, Joy Jacqueline Pereira, Ramón Pichs-Madruga, Andy Reisinger, Roberto Sánchez Rodríguez, Sergey Semenov, Muhammad I. Tariq, Diana Ürgel-Vorsatz, Carolina Vera, Pius Yanda, Nouredine Yassaa, and Taha Zatari.

Our heartfelt thanks go to the hosts and organizers of the scoping meeting and the four Special Report on 1.5°C Lead Author Meetings. We gratefully acknowledge the support from the host countries and institutions: World Meteorological Organization, Switzerland; Ministry of Foreign Affairs, and the National Institute for Space Research (INPE), Brazil; Met Office and the University of Exeter, the United Kingdom; Swedish Meteorological and Hydrological Institute (SMHI), Sweden; the Ministry of Environment Natural Resources Conservation and Tourism, the National Climate Change Committee in the Department of Meteorological Services and the Botswana Global Environmental Change Committee at the University of Botswana, Botswana; and the government of the Republic of Korea. The support provided by governments and institutions, as well as through contributions to the IPCC Trust Fund, is thankfully acknowledged as it enabled the participation of the author teams in the preparation of the Report. The efficient operation of the Working Group I Technical Support Unit was made possible by the generous financial support provided by the government of France and administrative and information technology support from the Université Paris Saclay (France), Institut Pierre Simon Laplace (IPSL) and the Laboratoire des Sciences du Climat et de l'Environnement (LSCE). We thank the Norwegian Environment Agency for supporting the preparation of the graphics for the Summary for Policymakers. We thank the UNEP Library, who supported authors throughout the drafting process by providing literature for the assessment.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

We would also like to thank Abdalah Mokssit, Secretary of the IPCC, and the staff of the IPCC Secretariat: Kerstin Stendahl, Jonathan Lynn, Sophie Schlingemann, Judith Ewa, Mxolisi Shongwe, Jesbin Baidya, Werani Zabula, Nina Peeva, Joelle Fernandez, Annie Courtin, Laura Biagioni and Oksana Ekzarho. Thanks are due to Elhousseine Gouaini who served as the conference officer for the 48th Session of the IPCC.

Finally, our particular appreciation goes to the Working Group Technical Support Units whose tireless dedication, professionalism and enthusiasm led the production of this Special Report. This report could not have been prepared without the commitment of members of the Working Group I Technical Support Unit, all new to the IPCC, who rose to the unprecedented Sixth Assessment Report challenge and were pivotal in all aspects of the preparation of the Report: Yang Chen, Sarah Connors, Melissa Gomis, Elisabeth Lonnoy, Robin Matthews, Wilfran Moufouma-Okia, Clotilde Péan, Roz Pidcock, Anna Pirani, Nicholas Reay, Tim Waterfield, and Xiao Zhou. Our warmest thanks go to the collegial and collaborative support provided by Marlies Craig, Andrew Okem, Jan Petzold, Melinda Tignor and Nora Weyer from the WGII Technical Support Unit and Bhushan Kankal, Suvadip Neogi and Joana Portugal Pereira from the WGIII Technical Support Unit. A special thanks goes to Kenny Coventry, Harmen Gudde, Irene Lorenzoni, and Stuart Jenkins for their support with the figures in the Summary for Policymakers, as well as Nigel Hawtin for graphical support of the Report. In addition, the following contributions are gratefully acknowledged: Jatinder Padda (copy edit), Melissa Dawes (copy edit), Marilyn Anderson (index), Vincent Grégoire (layout) and Sarah le Rouzic (intern).

The Special Report website has been developed by Habitat 7, led by Jamie Herring, and the report content has been prepared and managed for the website by Nicholas Reay and Tim Waterfield. We gratefully acknowledge the UN Foundation for supporting the website development.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

Introduction

This Report responds to the invitation for IPCC ‘... to provide a Special Report in 2018 on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways’ contained in the Decision of the 21st Conference of Parties of the United Nations Framework Convention on Climate Change to adopt the Paris Agreement.¹

The IPCC accepted the invitation in April 2016, deciding to prepare this Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty.

This Summary for Policymakers (SPM) presents the key findings of the Special Report, based on the assessment of the available scientific, technical and socio-economic literature² relevant to global warming of 1.5°C and for the comparison between global warming of 1.5°C and 2°C above pre-industrial levels. The level of confidence associated with each key finding is reported using the IPCC calibrated language.³ The underlying scientific basis of each key finding is indicated by references provided to chapter elements. In the SPM, knowledge gaps are identified associated with the underlying chapters of the Report.

A. Understanding Global Warming of 1.5°C⁴

A.1 Human activities are estimated to have caused approximately 1.0°C of global warming⁵ above pre-industrial levels, with a *likely* range of 0.8°C to 1.2°C. Global warming is *likely* to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate. (*high confidence*) (Figure SPM.1) {1.2}

A.1.1 Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature (GMST) for the decade 2006–2015 was 0.87°C (*likely* between 0.75°C and 0.99°C)⁶ higher than the average over the 1850–1900 period (*very high confidence*). Estimated anthropogenic global warming matches the level of observed warming to within ±20% (*likely range*). Estimated anthropogenic global warming is currently increasing at 0.2°C (*likely* between 0.1°C and 0.3°C) per decade due to past and ongoing emissions (*high confidence*). {1.2.1, Table 1.1, 1.2.4}

A.1.2 Warming greater than the global annual average is being experienced in many land regions and seasons, including two to three times higher in the Arctic. Warming is generally higher over land than over the ocean. (*high confidence*) {1.2.1, 1.2.2, Figure 1.1, Figure 1.3, 3.3.1, 3.3.2}

A.1.3 Trends in intensity and frequency of some climate and weather extremes have been detected over time spans during which about 0.5°C of global warming occurred (*medium confidence*). This assessment is based on several lines of evidence, including attribution studies for changes in extremes since 1950. {3.3.1, 3.3.2, 3.3.3}

¹ Decision 1/CP.21, paragraph 21.

² The assessment covers literature accepted for publication by 15 May 2018.

³ Each finding is grounded in an evaluation of underlying evidence and agreement. A level of confidence is expressed using five qualifiers: very low, low, medium, high and very high, and typeset in italics, for example, *medium confidence*. The following terms have been used to indicate the assessed likelihood of an outcome or a result: virtually certain 99–100% probability, very likely 90–100%, likely 66–100%, about as likely as not 33–66%, unlikely 0–33%, very unlikely 0–10%, exceptionally unlikely 0–1%. Additional terms (extremely likely 95–100%, more likely than not >50–100%, more unlikely than likely 0–<50%, extremely unlikely 0–5%) may also be used when appropriate. Assessed likelihood is typeset in italics, for example, *very likely*. This is consistent with AR5.

⁴ See also Box SPM.1: Core Concepts Central to this Special Report.

⁵ Present level of global warming is defined as the average of a 30-year period centred on 2017 assuming the recent rate of warming continues.

⁶ This range spans the four available peer-reviewed estimates of the observed GMST change and also accounts for additional uncertainty due to possible short-term natural variability. {1.2.1, Table 1.1}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

- A.2 Warming from anthropogenic emissions from the pre-industrial period to the present will persist for centuries to millennia and will continue to cause further long-term changes in the climate system, such as sea level rise, with associated impacts (*high confidence*), but these emissions alone are *unlikely* to cause global warming of 1.5°C (*medium confidence*). (Figure SPM.1) {1.2, 3.3, Figure 1.5}**
- A.2.1 Anthropogenic emissions (including greenhouse gases, aerosols and their precursors) up to the present are *unlikely* to cause further warming of more than 0.5°C over the next two to three decades (*high confidence*) or on a century time scale (*medium confidence*). {1.2.4, Figure 1.5}
- A.2.2 Reaching and sustaining net zero global anthropogenic CO₂ emissions and declining net non-CO₂ radiative forcing would halt anthropogenic global warming on multi-decadal time scales (*high confidence*). The maximum temperature reached is then determined by cumulative net global anthropogenic CO₂ emissions up to the time of net zero CO₂ emissions (*high confidence*) and the level of non-CO₂ radiative forcing in the decades prior to the time that maximum temperatures are reached (*medium confidence*). On longer time scales, sustained net negative global anthropogenic CO₂ emissions and/or further reductions in non-CO₂ radiative forcing may still be required to prevent further warming due to Earth system feedbacks and to reverse ocean acidification (*medium confidence*) and will be required to minimize sea level rise (*high confidence*). {Cross-Chapter Box 2 in Chapter 1, 1.2.3, 1.2.4, Figure 1.4, 2.2.1, 2.2.2, 3.4.4.8, 3.4.5.1, 3.6.3.2}
- A.3 Climate-related risks for natural and human systems are higher for global warming of 1.5°C than at present, but lower than at 2°C (*high confidence*). These risks depend on the magnitude and rate of warming, geographic location, levels of development and vulnerability, and on the choices and implementation of adaptation and mitigation options (*high confidence*). (Figure SPM.2) {1.3, 3.3, 3.4, 5.6}**
- A.3.1 Impacts on natural and human systems from global warming have already been observed (*high confidence*). Many land and ocean ecosystems and some of the services they provide have already changed due to global warming (*high confidence*). (Figure SPM.2) {1.4, 3.4, 3.5}
- A.3.2 Future climate-related risks depend on the rate, peak and duration of warming. In the aggregate, they are larger if global warming exceeds 1.5°C before returning to that level by 2100 than if global warming gradually stabilizes at 1.5°C, especially if the peak temperature is high (e.g., about 2°C) (*high confidence*). Some impacts may be long-lasting or irreversible, such as the loss of some ecosystems (*high confidence*). {3.2, 3.4.4, 3.6.3, Cross-Chapter Box 8 in Chapter 3}
- A.3.3 Adaptation and mitigation are already occurring (*high confidence*). Future climate-related risks would be reduced by the upscaling and acceleration of far-reaching, multilevel and cross-sectoral climate mitigation and by both incremental and transformational adaptation (*high confidence*). {1.2, 1.3, Table 3.5, 4.2.2, Cross-Chapter Box 9 in Chapter 4, Box 4.2, Box 4.3, Box 4.6, 4.3.1, 4.3.2, 4.3.3, 4.3.4, 4.3.5, 4.4.1, 4.4.4, 4.4.5, 4.5.3}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

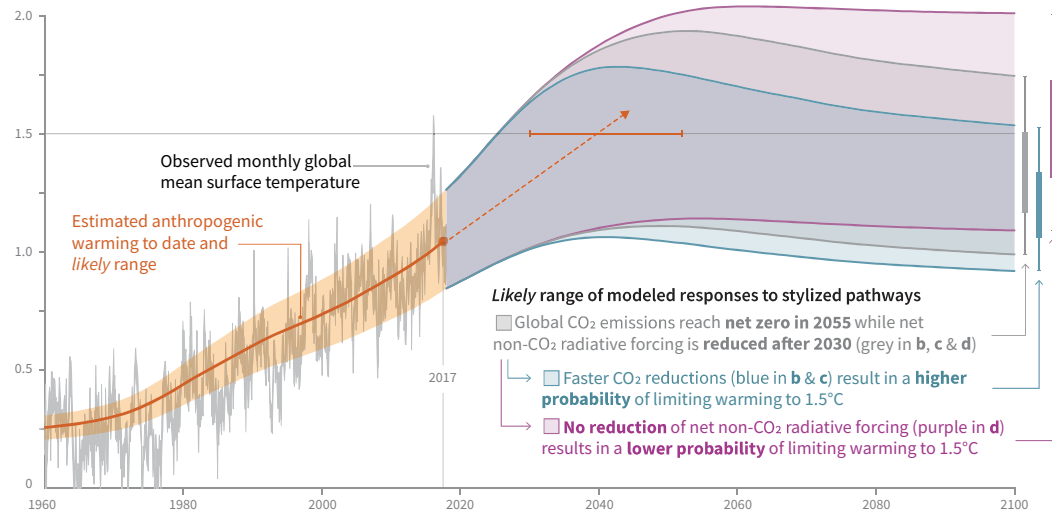
Summary for Policymakers

SPM

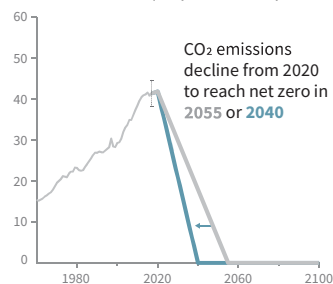
Cumulative emissions of CO₂ and future non-CO₂ radiative forcing determine the probability of limiting warming to 1.5°C

a) Observed global temperature change and modeled responses to stylized anthropogenic emission and forcing pathways

Global warming relative to 1850-1900 (°C)

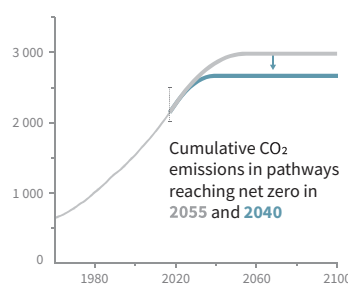


b) Stylized net global CO₂ emission pathways Billion tonnes CO₂ per year (GtCO₂/yr)



Faster immediate CO₂ emission reductions limit cumulative CO₂ emissions shown in panel (c).

c) Cumulative net CO₂ emissions Billion tonnes CO₂ (GtCO₂)



Maximum temperature rise is determined by cumulative net CO₂ emissions and net non-CO₂ radiative forcing due to methane, nitrous oxide, aerosols and other anthropogenic forcing agents.

d) Non-CO₂ radiative forcing pathways Watts per square metre (W/m²)

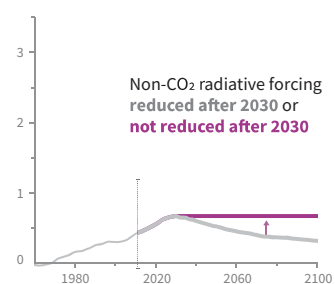


Figure SPM.1 | Panel a: Observed monthly global mean surface temperature (GMST, grey line up to 2017, from the HadCRUT4, GISTEMP, Cowtan–Way, and NOAA datasets) change and estimated anthropogenic global warming (solid orange line up to 2017, with orange shading indicating assessed *likely* range). Orange dashed arrow and horizontal orange error bar show respectively the central estimate and *likely* range of the time at which 1.5°C is reached if the current rate of warming continues. The grey plume on the right of panel a shows the *likely* range of warming responses, computed with a simple climate model, to a stylized pathway (hypothetical future) in which net CO₂ emissions (grey line in panels b and c) decline in a straight line from 2020 to reach net zero in 2055 and net non-CO₂ radiative forcing (grey line in panel d) increases to 2030 and then declines. The blue plume in panel a shows the response to faster CO₂ emissions reductions (blue line in panel b), reaching net zero in 2040, reducing cumulative CO₂ emissions (panel c). The purple plume shows the response to net CO₂ emissions declining to zero in 2055, with net non-CO₂ forcing remaining constant after 2030. The vertical error bars on right of panel a show the *likely* ranges (thin lines) and central terciles (33rd – 66th percentiles, thick lines) of the estimated distribution of warming in 2100 under these three stylized pathways. Vertical dotted error bars in panels b, c and d show the *likely* range of historical annual and cumulative global net CO₂ emissions in 2017 (data from the Global Carbon Project) and of net non-CO₂ radiative forcing in 2011 from AR5, respectively. Vertical axes in panels c and d are scaled to represent approximately equal effects on GMST. [1.2.1, 1.2.3, 1.2.4, 2.3, Figure 1.2 and Chapter 1 Supplementary Material, Cross-Chapter Box 2 in Chapter 1]

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

B. Projected Climate Change, Potential Impacts and Associated Risks

- B.1 Climate models project robust⁷ differences in regional climate characteristics between present-day and global warming of 1.5°C,⁸ and between 1.5°C and 2°C.⁸ These differences include increases in: mean temperature in most land and ocean regions (*high confidence*), hot extremes in most inhabited regions (*high confidence*), heavy precipitation in several regions (*medium confidence*), and the probability of drought and precipitation deficits in some regions (*medium confidence*). {3.3}**
- B.1.1** Evidence from attributed changes in some climate and weather extremes for a global warming of about 0.5°C supports the assessment that an additional 0.5°C of warming compared to present is associated with further detectable changes in these extremes (*medium confidence*). Several regional changes in climate are assessed to occur with global warming up to 1.5°C compared to pre-industrial levels, including warming of extreme temperatures in many regions (*high confidence*), increases in frequency, intensity, and/or amount of heavy precipitation in several regions (*high confidence*), and an increase in intensity or frequency of droughts in some regions (*medium confidence*). {3.2, 3.3.1, 3.3.2, 3.3.3, 3.3.4, Table 3.2}
- B.1.2** Temperature extremes on land are projected to warm more than GMST (*high confidence*): extreme hot days in mid-latitudes warm by up to about 3°C at global warming of 1.5°C and about 4°C at 2°C, and extreme cold nights in high latitudes warm by up to about 4.5°C at 1.5°C and about 6°C at 2°C (*high confidence*). The number of hot days is projected to increase in most land regions, with highest increases in the tropics (*high confidence*). {3.3.1, 3.3.2, Cross-Chapter Box 8 in Chapter 3}
- B.1.3** Risks from droughts and precipitation deficits are projected to be higher at 2°C compared to 1.5°C of global warming in some regions (*medium confidence*). Risks from heavy precipitation events are projected to be higher at 2°C compared to 1.5°C of global warming in several northern hemisphere high-latitude and/or high-elevation regions, eastern Asia and eastern North America (*medium confidence*). Heavy precipitation associated with tropical cyclones is projected to be higher at 2°C compared to 1.5°C global warming (*medium confidence*). There is generally *low confidence* in projected changes in heavy precipitation at 2°C compared to 1.5°C in other regions. Heavy precipitation when aggregated at global scale is projected to be higher at 2°C than at 1.5°C of global warming (*medium confidence*). As a consequence of heavy precipitation, the fraction of the global land area affected by flood hazards is projected to be larger at 2°C compared to 1.5°C of global warming (*medium confidence*). {3.3.1, 3.3.3, 3.3.4, 3.3.5, 3.3.6}
- B.2 By 2100, global mean sea level rise is projected to be around 0.1 metre lower with global warming of 1.5°C compared to 2°C (*medium confidence*). Sea level will continue to rise well beyond 2100 (*high confidence*), and the magnitude and rate of this rise depend on future emission pathways. A slower rate of sea level rise enables greater opportunities for adaptation in the human and ecological systems of small islands, low-lying coastal areas and deltas (*medium confidence*). {3.3, 3.4, 3.6}**
- B.2.1** Model-based projections of global mean sea level rise (relative to 1986–2005) suggest an indicative range of 0.26 to 0.77 m by 2100 for 1.5°C of global warming, 0.1 m (0.04–0.16 m) less than for a global warming of 2°C (*medium confidence*). A reduction of 0.1 m in global sea level rise implies that up to 10 million fewer people would be exposed to related risks, based on population in the year 2010 and assuming no adaptation (*medium confidence*). {3.4.4, 3.4.5, 4.3.2}
- B.2.2** Sea level rise will continue beyond 2100 even if global warming is limited to 1.5°C in the 21st century (*high confidence*). Marine ice sheet instability in Antarctica and/or irreversible loss of the Greenland ice sheet could result in multi-metre rise in sea level over hundreds to thousands of years. These instabilities could be triggered at around 1.5°C to 2°C of global warming (*medium confidence*). (Figure SPM.2) {3.3.9, 3.4.5, 3.5.2, 3.6.3, Box 3.3}

⁷ Robust is here used to mean that at least two thirds of climate models show the same sign of changes at the grid point scale, and that differences in large regions are statistically significant.

⁸ Projected changes in impacts between different levels of global warming are determined with respect to changes in global mean surface air temperature.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

- B.2.3** Increasing warming amplifies the exposure of small islands, low-lying coastal areas and deltas to the risks associated with sea level rise for many human and ecological systems, including increased saltwater intrusion, flooding and damage to infrastructure (*high confidence*). Risks associated with sea level rise are higher at 2°C compared to 1.5°C. The slower rate of sea level rise at global warming of 1.5°C reduces these risks, enabling greater opportunities for adaptation including managing and restoring natural coastal ecosystems and infrastructure reinforcement (*medium confidence*). (Figure SPM.2) {3.4.5, Box 3.5}
- B.3 On land, impacts on biodiversity and ecosystems, including species loss and extinction, are projected to be lower at 1.5°C of global warming compared to 2°C. Limiting global warming to 1.5°C compared to 2°C is projected to lower the impacts on terrestrial, freshwater and coastal ecosystems and to retain more of their services to humans (*high confidence*). (Figure SPM.2) {3.4, 3.5, Box 3.4, Box 4.2, Cross-Chapter Box 8 in Chapter 3}**
- B.3.1** Of 105,000 species studied,⁹ 6% of insects, 8% of plants and 4% of vertebrates are projected to lose over half of their climatically determined geographic range for global warming of 1.5°C, compared with 18% of insects, 16% of plants and 8% of vertebrates for global warming of 2°C (*medium confidence*). Impacts associated with other biodiversity-related risks such as forest fires and the spread of invasive species are lower at 1.5°C compared to 2°C of global warming (*high confidence*). {3.4.3, 3.5.2}
- B.3.2** Approximately 4% (interquartile range 2–7%) of the global terrestrial land area is projected to undergo a transformation of ecosystems from one type to another at 1°C of global warming, compared with 13% (interquartile range 8–20%) at 2°C (*medium confidence*). This indicates that the area at risk is projected to be approximately 50% lower at 1.5°C compared to 2°C (*medium confidence*). {3.4.3.1, 3.4.3.5}
- B.3.3** High-latitude tundra and boreal forests are particularly at risk of climate change-induced degradation and loss, with woody shrubs already encroaching into the tundra (*high confidence*) and this will proceed with further warming. Limiting global warming to 1.5°C rather than 2°C is projected to prevent the thawing over centuries of a permafrost area in the range of 1.5 to 2.5 million km² (*medium confidence*). {3.3.2, 3.4.3, 3.5.5}
- B.4 Limiting global warming to 1.5°C compared to 2°C is projected to reduce increases in ocean temperature as well as associated increases in ocean acidity and decreases in ocean oxygen levels (*high confidence*). Consequently, limiting global warming to 1.5°C is projected to reduce risks to marine biodiversity, fisheries, and ecosystems, and their functions and services to humans, as illustrated by recent changes to Arctic sea ice and warm-water coral reef ecosystems (*high confidence*). {3.3, 3.4, 3.5, Box 3.4, Box 3.5}**
- B.4.1** There is *high confidence* that the probability of a sea ice-free Arctic Ocean during summer is substantially lower at global warming of 1.5°C when compared to 2°C. With 1.5°C of global warming, one sea ice-free Arctic summer is projected per century. This likelihood is increased to at least one per decade with 2°C global warming. Effects of a temperature overshoot are reversible for Arctic sea ice cover on decadal time scales (*high confidence*). {3.3.8, 3.4.4.7}
- B.4.2** Global warming of 1.5°C is projected to shift the ranges of many marine species to higher latitudes as well as increase the amount of damage to many ecosystems. It is also expected to drive the loss of coastal resources and reduce the productivity of fisheries and aquaculture (especially at low latitudes). The risks of climate-induced impacts are projected to be higher at 2°C than those at global warming of 1.5°C (*high confidence*). Coral reefs, for example, are projected to decline by a further 70–90% at 1.5°C (*high confidence*) with larger losses (>99%) at 2°C (*very high confidence*). The risk of irreversible loss of many marine and coastal ecosystems increases with global warming, especially at 2°C or more (*high confidence*). {3.4.4, Box 3.4}

⁹ Consistent with earlier studies, illustrative numbers were adopted from one recent meta-study.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

- B.4.3 The level of ocean acidification due to increasing CO₂ concentrations associated with global warming of 1.5°C is projected to amplify the adverse effects of warming, and even further at 2°C, impacting the growth, development, calcification, survival, and thus abundance of a broad range of species, for example, from algae to fish (*high confidence*). {3.3.10, 3.4.4}
- B.4.4 Impacts of climate change in the ocean are increasing risks to fisheries and aquaculture via impacts on the physiology, survivorship, habitat, reproduction, disease incidence, and risk of invasive species (*medium confidence*) but are projected to be less at 1.5°C of global warming than at 2°C. One global fishery model, for example, projected a decrease in global annual catch for marine fisheries of about 1.5 million tonnes for 1.5°C of global warming compared to a loss of more than 3 million tonnes for 2°C of global warming (*medium confidence*). {3.4.4, Box 3.4}
- B.5 Climate-related risks to health, livelihoods, food security, water supply, human security, and economic growth are projected to increase with global warming of 1.5°C and increase further with 2°C. (Figure SPM.2) {3.4, 3.5, 5.2, Box 3.2, Box 3.3, Box 3.5, Box 3.6, Cross-Chapter Box 6 in Chapter 3, Cross-Chapter Box 9 in Chapter 4, Cross-Chapter Box 12 in Chapter 5, 5.2}**
- B.5.1 Populations at disproportionately higher risk of adverse consequences with global warming of 1.5°C and beyond include disadvantaged and vulnerable populations, some indigenous peoples, and local communities dependent on agricultural or coastal livelihoods (*high confidence*). Regions at disproportionately higher risk include Arctic ecosystems, dryland regions, small island developing states, and Least Developed Countries (*high confidence*). Poverty and disadvantage are expected to increase in some populations as global warming increases; limiting global warming to 1.5°C, compared with 2°C, could reduce the number of people both exposed to climate-related risks and susceptible to poverty by up to several hundred million by 2050 (*medium confidence*). {3.4.10, 3.4.11, Box 3.5, Cross-Chapter Box 6 in Chapter 3, Cross-Chapter Box 9 in Chapter 4, Cross-Chapter Box 12 in Chapter 5, 4.2.2.2, 5.2.1, 5.2.2, 5.2.3, 5.6.3}
- B.5.2 Any increase in global warming is projected to affect human health, with primarily negative consequences (*high confidence*). Lower risks are projected at 1.5°C than at 2°C for heat-related morbidity and mortality (*very high confidence*) and for ozone-related mortality if emissions needed for ozone formation remain high (*high confidence*). Urban heat islands often amplify the impacts of heatwaves in cities (*high confidence*). Risks from some vector-borne diseases, such as malaria and dengue fever, are projected to increase with warming from 1.5°C to 2°C, including potential shifts in their geographic range (*high confidence*). {3.4.7, 3.4.8, 3.5.5.8}
- B.5.3 Limiting warming to 1.5°C compared with 2°C is projected to result in smaller net reductions in yields of maize, rice, wheat, and potentially other cereal crops, particularly in sub-Saharan Africa, Southeast Asia, and Central and South America, and in the CO₂-dependent nutritional quality of rice and wheat (*high confidence*). Reductions in projected food availability are larger at 2°C than at 1.5°C of global warming in the Sahel, southern Africa, the Mediterranean, central Europe, and the Amazon (*medium confidence*). Livestock are projected to be adversely affected with rising temperatures, depending on the extent of changes in feed quality, spread of diseases, and water resource availability (*high confidence*). {3.4.6, 3.5.4, 3.5.5, Box 3.1, Cross-Chapter Box 6 in Chapter 3, Cross-Chapter Box 9 in Chapter 4}
- B.5.4 Depending on future socio-economic conditions, limiting global warming to 1.5°C compared to 2°C may reduce the proportion of the world population exposed to a climate change-induced increase in water stress by up to 50%, although there is considerable variability between regions (*medium confidence*). Many small island developing states could experience lower water stress as a result of projected changes in aridity when global warming is limited to 1.5°C, as compared to 2°C (*medium confidence*). {3.3.5, 3.4.2, 3.4.8, 3.5.5, Box 3.2, Box 3.5, Cross-Chapter Box 9 in Chapter 4}
- B.5.5 Risks to global aggregated economic growth due to climate change impacts are projected to be lower at 1.5°C than at 2°C by the end of this century¹⁰ (*medium confidence*). This excludes the costs of mitigation, adaptation investments and the benefits of adaptation. Countries in the tropics and Southern Hemisphere subtropics are projected to experience the largest impacts on economic growth due to climate change should global warming increase from 1.5°C to 2°C (*medium confidence*). {3.5.2, 3.5.3}

¹⁰ Here, impacts on economic growth refer to changes in gross domestic product (GDP). Many impacts, such as loss of human lives, cultural heritage and ecosystem services, are difficult to value and monetize.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

- B.5.6** Exposure to multiple and compound climate-related risks increases between 1.5°C and 2°C of global warming, with greater proportions of people both so exposed and susceptible to poverty in Africa and Asia (*high confidence*). For global warming from 1.5°C to 2°C, risks across energy, food, and water sectors could overlap spatially and temporally, creating new and exacerbating current hazards, exposures, and vulnerabilities that could affect increasing numbers of people and regions (*medium confidence*). {Box 3.5, 3.3.1, 3.4.5.3, 3.4.5.6, 3.4.11, 3.5.4.9}
- B.5.7** There are multiple lines of evidence that since AR5 the assessed levels of risk increased for four of the five Reasons for Concern (RFCs) for global warming to 2°C (*high confidence*). The risk transitions by degrees of global warming are now: from high to very high risk between 1.5°C and 2°C for RFC1 (Unique and threatened systems) (*high confidence*); from moderate to high risk between 1°C and 1.5°C for RFC2 (Extreme weather events) (*medium confidence*); from moderate to high risk between 1.5°C and 2°C for RFC3 (Distribution of impacts) (*high confidence*); from moderate to high risk between 1.5°C and 2.5°C for RFC4 (Global aggregate impacts) (*medium confidence*); and from moderate to high risk between 1°C and 2.5°C for RFC5 (Large-scale singular events) (*medium confidence*). (Figure SPM.2) {3.4.13; 3.5, 3.5.2}
- B.6** **Most adaptation needs will be lower for global warming of 1.5°C compared to 2°C (*high confidence*). There are a wide range of adaptation options that can reduce the risks of climate change (*high confidence*). There are limits to adaptation and adaptive capacity for some human and natural systems at global warming of 1.5°C, with associated losses (*medium confidence*). The number and availability of adaptation options vary by sector (*medium confidence*). {Table 3.5, 4.3, 4.5, Cross-Chapter Box 9 in Chapter 4, Cross-Chapter Box 12 in Chapter 5}**
- B.6.1** A wide range of adaptation options are available to reduce the risks to natural and managed ecosystems (e.g., ecosystem-based adaptation, ecosystem restoration and avoided degradation and deforestation, biodiversity management, sustainable aquaculture, and local knowledge and indigenous knowledge), the risks of sea level rise (e.g., coastal defence and hardening), and the risks to health, livelihoods, food, water, and economic growth, especially in rural landscapes (e.g., efficient irrigation, social safety nets, disaster risk management, risk spreading and sharing, and community-based adaptation) and urban areas (e.g., green infrastructure, sustainable land use and planning, and sustainable water management) (*medium confidence*). {4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.5.3, 4.5.4, 5.3.2, Box 4.2, Box 4.3, Box 4.6, Cross-Chapter Box 9 in Chapter 4}.
- B.6.2** Adaptation is expected to be more challenging for ecosystems, food and health systems at 2°C of global warming than for 1.5°C (*medium confidence*). Some vulnerable regions, including small islands and Least Developed Countries, are projected to experience high multiple interrelated climate risks even at global warming of 1.5°C (*high confidence*). {3.3.1, 3.4.5, Box 3.5, Table 3.5, Cross-Chapter Box 9 in Chapter 4, 5.6, Cross-Chapter Box 12 in Chapter 5, Box 5.3}
- B.6.3** Limits to adaptive capacity exist at 1.5°C of global warming, become more pronounced at higher levels of warming and vary by sector, with site-specific implications for vulnerable regions, ecosystems and human health (*medium confidence*). {Cross-Chapter Box 12 in Chapter 5, Box 3.5, Table 3.5}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

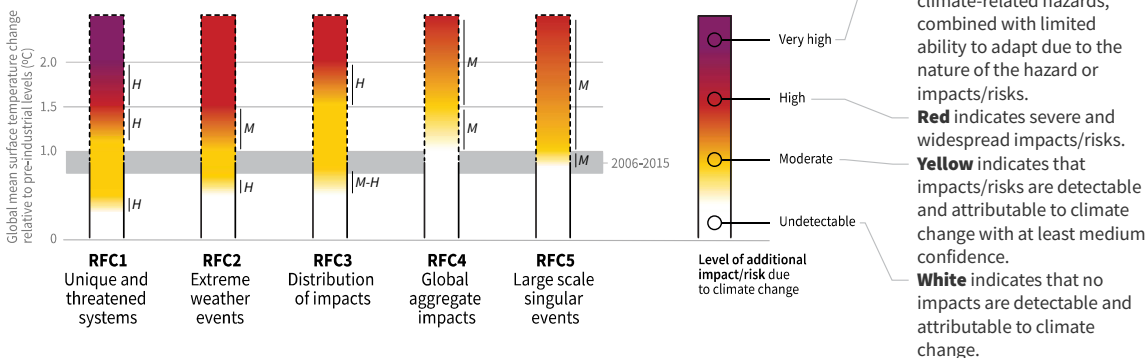
Summary for Policymakers

SPM

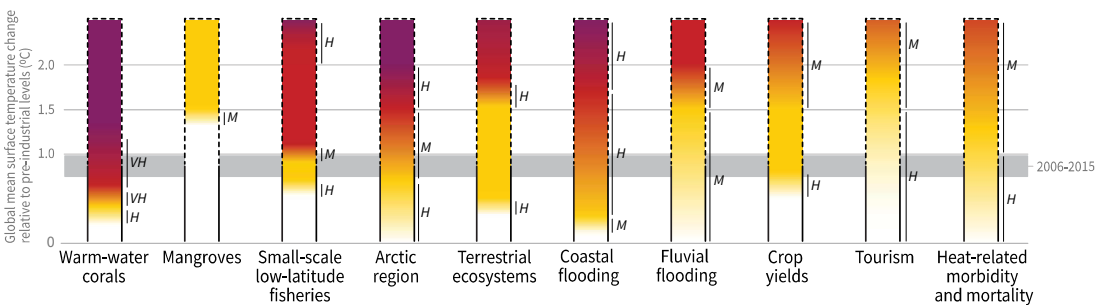
How the level of global warming affects impacts and/or risks associated with the Reasons for Concern (RFCs) and selected natural, managed and human systems

Five Reasons For Concern (RFCs) illustrate the impacts and risks of different levels of global warming for people, economies and ecosystems across sectors and regions.

Impacts and risks associated with the Reasons for Concern (RFCs)



Impacts and risks for selected natural, managed and human systems



Confidence level for transition: L=Low, M=Medium, H=High and VH=Very high

Figure SPM.2 | Five integrative reasons for concern (RFCs) provide a framework for summarizing key impacts and risks across sectors and regions, and were introduced in the IPCC Third Assessment Report. RFCs illustrate the implications of global warming for people, economies and ecosystems. Impacts and/or risks for each RFC are based on assessment of the new literature that has appeared. As in AR5, this literature was used to make expert judgments to assess the levels of global warming at which levels of impact and/or risk are undetectable, moderate, high or very high. The selection of impacts and risks to natural, managed and human systems in the lower panel is illustrative and is not intended to be fully comprehensive. {3.4, 3.5, 3.5.2.1, 3.5.2.2, 3.5.2.3, 3.5.2.4, 3.5.2.5, 5.4.1, 5.5.3, 5.6.1, Box 3.4}

RFC1 Unique and threatened systems: ecological and human systems that have restricted geographic ranges constrained by climate-related conditions and have high endemism or other distinctive properties. Examples include coral reefs, the Arctic and its indigenous people, mountain glaciers and biodiversity hotspots.

RFC2 Extreme weather events: risks/impacts to human health, livelihoods, assets and ecosystems from extreme weather events such as heat waves, heavy rain, drought and associated wildfires, and coastal flooding.

RFC3 Distribution of impacts: risks/impacts that disproportionately affect particular groups due to uneven distribution of physical climate change hazards, exposure or vulnerability.

RFC4 Global aggregate impacts: global monetary damage, global-scale degradation and loss of ecosystems and biodiversity.

RFC5 Large-scale singular events: are relatively large, abrupt and sometimes irreversible changes in systems that are caused by global warming. Examples include disintegration of the Greenland and Antarctic ice sheets.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

C. Emission Pathways and System Transitions Consistent with 1.5°C Global Warming

- C.1 In model pathways with no or limited overshoot of 1.5°C, global net anthropogenic CO₂ emissions decline by about 45% from 2010 levels by 2030 (40–60% interquartile range), reaching net zero around 2050 (2045–2055 interquartile range). For limiting global warming to below 2°C¹¹ CO₂ emissions are projected to decline by about 25% by 2030 in most pathways (10–30% interquartile range) and reach net zero around 2070 (2065–2080 interquartile range). Non-CO₂ emissions in pathways that limit global warming to 1.5°C show deep reductions that are similar to those in pathways limiting warming to 2°C. (*high confidence*) (Figure SPM.3a) {2.1, 2.3, Table 2.4}**
- C.1.1** CO₂ emissions reductions that limit global warming to 1.5°C with no or limited overshoot can involve different portfolios of mitigation measures, striking different balances between lowering energy and resource intensity, rate of decarbonization, and the reliance on carbon dioxide removal. Different portfolios face different implementation challenges and potential synergies and trade-offs with sustainable development. (*high confidence*) (Figure SPM.3b) {2.3.2, 2.3.4, 2.4, 2.5.3}
- C.1.2** Modelled pathways that limit global warming to 1.5°C with no or limited overshoot involve deep reductions in emissions of methane and black carbon (35% or more of both by 2050 relative to 2010). These pathways also reduce most of the cooling aerosols, which partially offsets mitigation effects for two to three decades. Non-CO₂ emissions¹² can be reduced as a result of broad mitigation measures in the energy sector. In addition, targeted non-CO₂ mitigation measures can reduce nitrous oxide and methane from agriculture, methane from the waste sector, some sources of black carbon, and hydrofluorocarbons. High bioenergy demand can increase emissions of nitrous oxide in some 1.5°C pathways, highlighting the importance of appropriate management approaches. Improved air quality resulting from projected reductions in many non-CO₂ emissions provide direct and immediate population health benefits in all 1.5°C model pathways. (*high confidence*) (Figure SPM.3a) {2.2.1, 2.3.3, 2.4.4, 2.5.3, 4.3.6, 5.4.2}
- C.1.3** Limiting global warming requires limiting the total cumulative global anthropogenic emissions of CO₂ since the pre-industrial period, that is, staying within a total carbon budget (*high confidence*).¹³ By the end of 2017, anthropogenic CO₂ emissions since the pre-industrial period are estimated to have reduced the total carbon budget for 1.5°C by approximately 2200 ± 320 GtCO₂ (*medium confidence*). The associated remaining budget is being depleted by current emissions of 42 ± 3 GtCO₂ per year (*high confidence*). The choice of the measure of global temperature affects the estimated remaining carbon budget. Using global mean surface air temperature, as in AR5, gives an estimate of the remaining carbon budget of 580 GtCO₂ for a 50% probability of limiting warming to 1.5°C, and 420 GtCO₂ for a 66% probability (*medium confidence*).¹⁴ Alternatively, using GMST gives estimates of 770 and 570 GtCO₂, for 50% and 66% probabilities,¹⁵ respectively (*medium confidence*). Uncertainties in the size of these estimated remaining carbon budgets are substantial and depend on several factors. Uncertainties in the climate response to CO₂ and non-CO₂ emissions contribute ±400 GtCO₂, and the level of historic warming contributes ±250 GtCO₂ (*medium confidence*). Potential additional carbon release from future permafrost thawing and methane release from wetlands would reduce budgets by up to 100 GtCO₂ over the course of this century and more thereafter (*medium confidence*). In addition, the level of non-CO₂ mitigation in the future could alter the remaining carbon budget by 250 GtCO₂ in either direction (*medium confidence*). {1.2.4, 2.2.2, 2.6.1, Table 2.2, Chapter 2 Supplementary Material}
- C.1.4** Solar radiation modification (SRM) measures are not included in any of the available assessed pathways. Although some SRM measures may be theoretically effective in reducing an overshoot, they face large uncertainties and knowledge gaps

¹¹ References to pathways limiting global warming to 2°C are based on a 66% probability of staying below 2°C.

¹² Non-CO₂ emissions included in this Report are all anthropogenic emissions other than CO₂ that result in radiative forcing. These include short-lived climate forcers, such as methane, some fluorinated gases, ozone precursors, aerosols or aerosol precursors, such as black carbon and sulphur dioxide, respectively, as well as long-lived greenhouse gases, such as nitrous oxide or some fluorinated gases. The radiative forcing associated with non-CO₂ emissions and changes in surface albedo is referred to as non-CO₂ radiative forcing. {2.2.1}

¹³ There is a clear scientific basis for a total carbon budget consistent with limiting global warming to 1.5°C. However, neither this total carbon budget nor the fraction of this budget taken up by past emissions were assessed in this Report.

¹⁴ Irrespective of the measure of global temperature used, updated understanding and further advances in methods have led to an increase in the estimated remaining carbon budget of about 300 GtCO₂ compared to AR5. (*medium confidence*) {2.2.2}

¹⁵ These estimates use observed GMST to 2006–2015 and estimate future temperature changes using near surface air temperatures.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

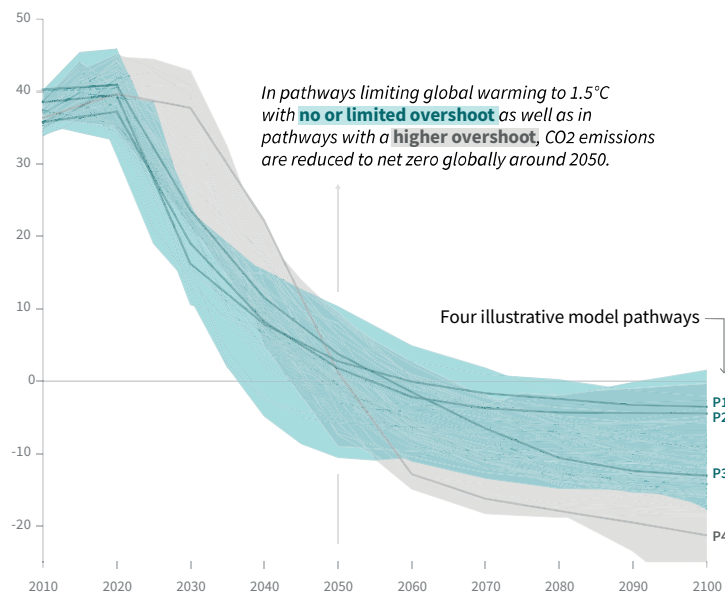
as well as substantial risks and institutional and social constraints to deployment related to governance, ethics, and impacts on sustainable development. They also do not mitigate ocean acidification. (*medium confidence*) {4.3.8, Cross-Chapter Box 10 in Chapter 4}

SPM

Global emissions pathway characteristics

General characteristics of the evolution of anthropogenic net emissions of CO₂, and total emissions of methane, black carbon, and nitrous oxide in model pathways that limit global warming to 1.5°C with no or limited overshoot. Net emissions are defined as anthropogenic emissions reduced by anthropogenic removals. Reductions in net emissions can be achieved through different portfolios of mitigation measures illustrated in Figure SPM.3b.

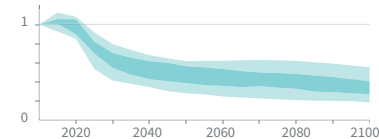
Global total net CO₂ emissions

Billion tonnes of CO₂/yr

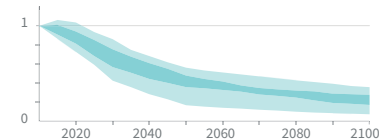
Non-CO₂ emissions relative to 2010

Emissions of non-CO₂ forcers are also reduced or limited in pathways limiting global warming to 1.5°C with **no or limited overshoot**, but they do not reach zero globally.

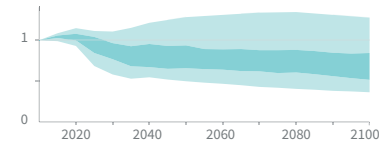
Methane emissions



Black carbon emissions



Nitrous oxide emissions



Timing of net zero CO₂
Line widths depict the 5-95th
percentile and the 25-75th
percentile of scenarios



Figure SPM.3a | Global emissions pathway characteristics. The main panel shows global net anthropogenic CO₂ emissions in pathways limiting global warming to 1.5°C with no or limited (less than 0.1°C) overshoot and pathways with higher overshoot. The shaded area shows the full range for pathways analysed in this Report. The panels on the right show non-CO₂ emissions ranges for three compounds with large historical forcing and a substantial portion of emissions coming from sources distinct from those central to CO₂ mitigation. Shaded areas in these panels show the 5–95% (light shading) and interquartile (dark shading) ranges of pathways limiting global warming to 1.5°C with no or limited overshoot. Box and whiskers at the bottom of the figure show the timing of pathways reaching global net zero CO₂ emission levels, and a comparison with pathways limiting global warming to 2°C with at least 66% probability. Four illustrative model pathways are highlighted in the main panel and are labelled P1, P2, P3 and P4, corresponding to the LED, S1, S2, and S5 pathways assessed in Chapter 2. Descriptions and characteristics of these pathways are available in Figure SPM.3b. {2.1, 2.2, 2.3, Figure 2.5, Figure 2.10, Figure 2.11}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

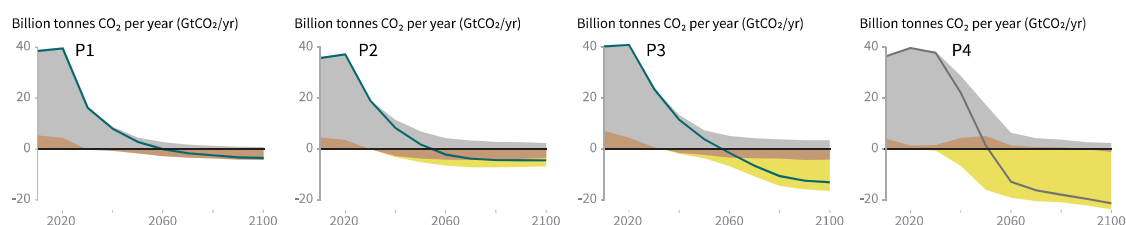
SPM

Characteristics of four illustrative model pathways

Different mitigation strategies can achieve the net emissions reductions that would be required to follow a pathway that limits global warming to 1.5°C with no or limited overshoot. All pathways use Carbon Dioxide Removal (CDR), but the amount varies across pathways, as do the relative contributions of Bioenergy with Carbon Capture and Storage (BECCS) and removals in the Agriculture, Forestry and Other Land Use (AFOLU) sector. This has implications for emissions and several other pathway characteristics.

Breakdown of contributions to global net CO₂ emissions in four illustrative model pathways

● Fossil fuel and industry ● AFOLU ● BECCS



P1: A scenario in which social, business and technological innovations result in lower energy demand up to 2050 while living standards rise, especially in the global South. A downsized energy system enables rapid decarbonization of energy supply. Afforestation is the only CDR option considered; neither fossil fuels with CCS nor BECCS are used.

P2: A scenario with a broad focus on sustainability including energy intensity, human development, economic convergence and international cooperation, as well as shifts towards sustainable and healthy consumption patterns, low-carbon technology innovation, and well-managed land systems with limited societal acceptability for BECCS.

P3: A middle-of-the-road scenario in which societal as well as technological development follows historical patterns. Emissions reductions are mainly achieved by changing the way in which energy and products are produced, and to a lesser degree by reductions in demand.

P4: A resource- and energy-intensive scenario in which economic growth and globalization lead to widespread adoption of greenhouse-gas-intensive lifestyles, including high demand for transportation fuels and livestock products. Emissions reductions are mainly achieved through technological means, making strong use of CDR through the deployment of BECCS.

Global indicators	P1	P2	P3	P4	Interquartile range
Pathway classification	No or limited overshoot	No or limited overshoot	No or limited overshoot	Higher overshoot	No or limited overshoot
CO ₂ emission change in 2030 (% rel to 2010)	-58	-47	-41	4	(-58,-40)
↳ in 2050 (% rel to 2010)	-93	-95	-91	-97	(-107,-94)
Kyoto-GHG emissions* in 2030 (% rel to 2010)	-50	-49	-35	-2	(-51,-39)
↳ in 2050 (% rel to 2010)	-82	-89	-78	-80	(-93,-81)
Final energy demand** in 2030 (% rel to 2010)	-15	-5	17	39	(-12,7)
↳ in 2050 (% rel to 2010)	-32	2	21	44	(-11,22)
Renewable share in electricity in 2030 (%)	60	58	48	25	(47,65)
↳ in 2050 (%)	77	81	63	70	(69,86)
Primary energy from coal in 2030 (% rel to 2010)	-78	-61	-75	-59	(-78,-59)
↳ in 2050 (% rel to 2010)	-97	-77	-73	-97	(-95,-74)
from oil in 2030 (% rel to 2010)	-37	-13	-3	86	(-34,3)
↳ in 2050 (% rel to 2010)	-87	-50	-81	-32	(-78,-31)
from gas in 2030 (% rel to 2010)	-25	-20	33	37	(-26,21)
↳ in 2050 (% rel to 2010)	-74	-53	21	-48	(-56,6)
from nuclear in 2030 (% rel to 2010)	59	83	98	106	(44,102)
↳ in 2050 (% rel to 2010)	150	98	501	468	(91,190)
from biomass in 2030 (% rel to 2010)	-11	0	36	-1	(29,80)
↳ in 2050 (% rel to 2010)	-16	49	121	418	(123,261)
from non-biomass renewables in 2030 (% rel to 2010)	430	470	315	110	(245,436)
↳ in 2050 (% rel to 2010)	833	1327	878	1137	(576,1299)
Cumulative CCS until 2100 (GtCO ₂)	0	348	687	1218	(550,1017)
↳ of which BECCS (GtCO ₂)	0	151	414	1191	(364,662)
Land area of bioenergy crops in 2050 (million km ²)	0.2	0.9	2.8	7.2	(1.5,3.2)
Agricultural CH ₄ emissions in 2030 (% rel to 2010)	-24	-48	1	14	(-30,-11)
↳ in 2050 (% rel to 2010)	-33	-69	-23	2	(-47,-24)
Agricultural N ₂ O emissions in 2030 (% rel to 2010)	5	-26	15	3	(-21,3)
↳ in 2050 (% rel to 2010)	6	-26	0	39	(-26,1)

NOTE: Indicators have been selected to show global trends identified by the Chapter 2 assessment. National and sectoral characteristics can differ substantially from the global trends shown above.

* Kyoto-gas emissions are based on IPCC Second Assessment Report GWP-100
** Changes in energy demand are associated with improvements in energy efficiency and behaviour change

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

Figure SPM.3b | Characteristics of four illustrative model pathways in relation to global warming of 1.5°C introduced in Figure SPM.3a. These pathways were selected to show a range of potential mitigation approaches and vary widely in their projected energy and land use, as well as their assumptions about future socio-economic developments, including economic and population growth, equity and sustainability. A breakdown of the global net anthropogenic CO₂ emissions into the contributions in terms of CO₂ emissions from fossil fuel and industry; agriculture, forestry and other land use (AFOLU); and bioenergy with carbon capture and storage (BECCS) is shown. AFOLU estimates reported here are not necessarily comparable with countries' estimates. Further characteristics for each of these pathways are listed below each pathway. These pathways illustrate relative global differences in mitigation strategies, but do not represent central estimates, national strategies, and do not indicate requirements. For comparison, the right-most column shows the interquartile ranges across pathways with no or limited overshoot of 1.5°C. Pathways P1, P2, P3 and P4 correspond to the LED, S1, S2 and S5 pathways assessed in Chapter 2 (Figure SPM.3a). {2.2.1, 2.3.1, 2.3.2, 2.3.3, 2.3.4, 2.4.1, 2.4.2, 2.4.4, 2.5.3, Figure 2.5, Figure 2.6, Figure 2.9, Figure 2.10, Figure 2.11, Figure 2.14, Figure 2.15, Figure 2.16, Figure 2.17, Figure 2.24, Figure 2.25, Table 2.4, Table 2.6, Table 2.7, Table 2.9, Table 4.1}

C.2 Pathways limiting global warming to 1.5°C with no or limited overshoot would require rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems (*high confidence*). These systems transitions are unprecedented in terms of scale, but not necessarily in terms of speed, and imply deep emissions reductions in all sectors, a wide portfolio of mitigation options and a significant upscaling of investments in those options (*medium confidence*). {2.3, 2.4, 2.5, 4.2, 4.3, 4.4, 4.5}

C.2.1 Pathways that limit global warming to 1.5°C with no or limited overshoot show system changes that are more rapid and pronounced over the next two decades than in 2°C pathways (*high confidence*). The rates of system changes associated with limiting global warming to 1.5°C with no or limited overshoot have occurred in the past within specific sectors, technologies and spatial contexts, but there is no documented historic precedent for their scale (*medium confidence*). {2.3.3, 2.3.4, 2.4, 2.5, 4.2.1, 4.2.2, Cross-Chapter Box 11 in Chapter 4}

C.2.2 In energy systems, modelled global pathways (considered in the literature) limiting global warming to 1.5°C with no or limited overshoot (for more details see Figure SPM.3b) generally meet energy service demand with lower energy use, including through enhanced energy efficiency, and show faster electrification of energy end use compared to 2°C (*high confidence*). In 1.5°C pathways with no or limited overshoot, low-emission energy sources are projected to have a higher share, compared with 2°C pathways, particularly before 2050 (*high confidence*). In 1.5°C pathways with no or limited overshoot, renewables are projected to supply 70–85% (interquartile range) of electricity in 2050 (*high confidence*). In electricity generation, shares of nuclear and fossil fuels with carbon dioxide capture and storage (CCS) are modelled to increase in most 1.5°C pathways with no or limited overshoot. In modelled 1.5°C pathways with limited or no overshoot, the use of CCS would allow the electricity generation share of gas to be approximately 8% (3–11% interquartile range) of global electricity in 2050, while the use of coal shows a steep reduction in all pathways and would be reduced to close to 0% (0–2% interquartile range) of electricity (*high confidence*). While acknowledging the challenges, and differences between the options and national circumstances, political, economic, social and technical feasibility of solar energy, wind energy and electricity storage technologies have substantially improved over the past few years (*high confidence*). These improvements signal a potential system transition in electricity generation. (Figure SPM.3b) {2.4.1, 2.4.2, Figure 2.1, Table 2.6, Table 2.7, Cross-Chapter Box 6 in Chapter 3, 4.2.1, 4.3.1, 4.3.3, 4.5.2}

C.2.3 CO₂ emissions from industry in pathways limiting global warming to 1.5°C with no or limited overshoot are projected to be about 65–90% (interquartile range) lower in 2050 relative to 2010, as compared to 50–80% for global warming of 2°C (*medium confidence*). Such reductions can be achieved through combinations of new and existing technologies and practices, including electrification, hydrogen, sustainable bio-based feedstocks, product substitution, and carbon capture, utilization and storage (CCUS). These options are technically proven at various scales but their large-scale deployment may be limited by economic, financial, human capacity and institutional constraints in specific contexts, and specific characteristics of large-scale industrial installations. In industry, emissions reductions by energy and process efficiency by themselves are insufficient for limiting warming to 1.5°C with no or limited overshoot (*high confidence*). {2.4.3, 4.2.1, Table 4.1, Table 4.3, 4.3.3, 4.3.4, 4.5.2}

C.2.4 The urban and infrastructure system transition consistent with limiting global warming to 1.5°C with no or limited overshoot would imply, for example, changes in land and urban planning practices, as well as deeper emissions reductions in transport and buildings compared to pathways that limit global warming below 2°C (*medium confidence*). Technical measures

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

and practices enabling deep emissions reductions include various energy efficiency options. In pathways limiting global warming to 1.5°C with no or limited overshoot, the electricity share of energy demand in buildings would be about 55–75% in 2050 compared to 50–70% in 2050 for 2°C global warming (*medium confidence*). In the transport sector, the share of low-emission final energy would rise from less than 5% in 2020 to about 35–65% in 2050 compared to 25–45% for 2°C of global warming (*medium confidence*). Economic, institutional and socio-cultural barriers may inhibit these urban and infrastructure system transitions, depending on national, regional and local circumstances, capabilities and the availability of capital (*high confidence*). {2.3.4, 2.4.3, 4.2.1, Table 4.1, 4.3.3, 4.5.2}

- C.2.5 Transitions in global and regional land use are found in all pathways limiting global warming to 1.5°C with no or limited overshoot, but their scale depends on the pursued mitigation portfolio. Model pathways that limit global warming to 1.5°C with no or limited overshoot project a 4 million km² reduction to a 2.5 million km² increase of non-pasture agricultural land for food and feed crops and a 0.5–11 million km² reduction of pasture land, to be converted into a 0–6 million km² increase of agricultural land for energy crops and a 2 million km² reduction to 9.5 million km² increase in forests by 2050 relative to 2010 (*medium confidence*).¹⁶ Land-use transitions of similar magnitude can be observed in modelled 2°C pathways (*medium confidence*). Such large transitions pose profound challenges for sustainable management of the various demands on land for human settlements, food, livestock feed, fibre, bioenergy, carbon storage, biodiversity and other ecosystem services (*high confidence*). Mitigation options limiting the demand for land include sustainable intensification of land-use practices, ecosystem restoration and changes towards less resource-intensive diets (*high confidence*). The implementation of land-based mitigation options would require overcoming socio-economic, institutional, technological, financing and environmental barriers that differ across regions (*high confidence*). {2.4.4, Figure 2.24, 4.3.2, 4.3.7, 4.5.2, Cross-Chapter Box 7 in Chapter 3}
- C.2.6 Additional annual average energy-related investments for the period 2016 to 2050 in pathways limiting warming to 1.5°C compared to pathways without new climate policies beyond those in place today are estimated to be around 830 billion USD2010 (range of 150 billion to 1700 billion USD2010 across six models¹⁷). This compares to total annual average energy supply investments in 1.5°C pathways of 1460 to 3510 billion USD2010 and total annual average energy demand investments of 640 to 910 billion USD2010 for the period 2016 to 2050. Total energy-related investments increase by about 12% (range of 3% to 24%) in 1.5°C pathways relative to 2°C pathways. Annual investments in low-carbon energy technologies and energy efficiency are upscaled by roughly a factor of six (range of factor of 4 to 10) by 2050 compared to 2015 (*medium confidence*). {2.5.2, Box 4.8, Figure 2.27}
- C.2.7 Modelled pathways limiting global warming to 1.5°C with no or limited overshoot project a wide range of global average discounted marginal abatement costs over the 21st century. They are roughly 3–4 times higher than in pathways limiting global warming to below 2°C (*high confidence*). The economic literature distinguishes marginal abatement costs from total mitigation costs in the economy. The literature on total mitigation costs of 1.5°C mitigation pathways is limited and was not assessed in this Report. Knowledge gaps remain in the integrated assessment of the economy-wide costs and benefits of mitigation in line with pathways limiting warming to 1.5°C. {2.5.2; 2.6; Figure 2.26}

¹⁶ The projected land-use changes presented are not deployed to their upper limits simultaneously in a single pathway.

¹⁷ Including two pathways limiting warming to 1.5°C with no or limited overshoot and four pathways with higher overshoot.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

- C.3 All pathways that limit global warming to 1.5°C with limited or no overshoot project the use of carbon dioxide removal (CDR) on the order of 100–1000 GtCO₂ over the 21st century. CDR would be used to compensate for residual emissions and, in most cases, achieve net negative emissions to return global warming to 1.5°C following a peak (*high confidence*). CDR deployment of several hundreds of GtCO₂ is subject to multiple feasibility and sustainability constraints (*high confidence*). Significant near-term emissions reductions and measures to lower energy and land demand can limit CDR deployment to a few hundred GtCO₂ without reliance on bioenergy with carbon capture and storage (BECCS) (*high confidence*). {2.3, 2.4, 3.6.2, 4.3, 5.4}**
- C.3.1** Existing and potential CDR measures include afforestation and reforestation, land restoration and soil carbon sequestration, BECCS, direct air carbon capture and storage (DACCS), enhanced weathering and ocean alkalization. These differ widely in terms of maturity, potentials, costs, risks, co-benefits and trade-offs (*high confidence*). To date, only a few published pathways include CDR measures other than afforestation and BECCS. {2.3.4, 3.6.2, 4.3.2, 4.3.7}
- C.3.2** In pathways limiting global warming to 1.5°C with limited or no overshoot, BECCS deployment is projected to range from 0–1, 0–8, and 0–16 GtCO₂ yr⁻¹ in 2030, 2050, and 2100, respectively, while agriculture, forestry and land-use (AFOLU) related CDR measures are projected to remove 0–5, 1–11, and 1–5 GtCO₂ yr⁻¹ in these years (*medium confidence*). The upper end of these deployment ranges by mid-century exceeds the BECCS potential of up to 5 GtCO₂ yr⁻¹ and afforestation potential of up to 3.6 GtCO₂ yr⁻¹ assessed based on recent literature (*medium confidence*). Some pathways avoid BECCS deployment completely through demand-side measures and greater reliance on AFOLU-related CDR measures (*medium confidence*). The use of bioenergy can be as high or even higher when BECCS is excluded compared to when it is included due to its potential for replacing fossil fuels across sectors (*high confidence*). (Figure SPM.3b) {2.3.3, 2.3.4, 2.4.2, 3.6.2, 4.3.1, 4.2.3, 4.3.2, 4.3.7, 4.4.3, Table 2.4}
- C.3.3** Pathways that overshoot 1.5°C of global warming rely on CDR exceeding residual CO₂ emissions later in the century to return to below 1.5°C by 2100, with larger overshoots requiring greater amounts of CDR (Figure SPM.3b) (*high confidence*). Limitations on the speed, scale, and societal acceptability of CDR deployment hence determine the ability to return global warming to below 1.5°C following an overshoot. Carbon cycle and climate system understanding is still limited about the effectiveness of net negative emissions to reduce temperatures after they peak (*high confidence*). {2.2, 2.3.4, 2.3.5, 2.6, 4.3.7, 4.5.2, Table 4.11}
- C.3.4** Most current and potential CDR measures could have significant impacts on land, energy, water or nutrients if deployed at large scale (*high confidence*). Afforestation and bioenergy may compete with other land uses and may have significant impacts on agricultural and food systems, biodiversity, and other ecosystem functions and services (*high confidence*). Effective governance is needed to limit such trade-offs and ensure permanence of carbon removal in terrestrial, geological and ocean reservoirs (*high confidence*). Feasibility and sustainability of CDR use could be enhanced by a portfolio of options deployed at substantial, but lesser scales, rather than a single option at very large scale (*high confidence*). (Figure SPM.3b) {2.3.4, 2.4.4, 2.5.3, 2.6, 3.6.2, 4.3.2, 4.3.7, 4.5.2, 5.4.1, 5.4.2; Cross-Chapter Boxes 7 and 8 in Chapter 3, Table 4.11, Table 5.3, Figure 5.3}
- C.3.5** Some AFOLU-related CDR measures such as restoration of natural ecosystems and soil carbon sequestration could provide co-benefits such as improved biodiversity, soil quality, and local food security. If deployed at large scale, they would require governance systems enabling sustainable land management to conserve and protect land carbon stocks and other ecosystem functions and services (*medium confidence*). (Figure SPM.4) {2.3.3, 2.3.4, 2.4.2, 2.4.4, 3.6.2, 5.4.1, Cross-Chapter Boxes 3 in Chapter 1 and 7 in Chapter 3, 4.3.2, 4.3.7, 4.4.1, 4.5.2, Table 2.4}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

D. Strengthening the Global Response in the Context of Sustainable Development and Efforts to Eradicate Poverty

- D.1 Estimates of the global emissions outcome of current nationally stated mitigation ambitions as submitted under the Paris Agreement would lead to global greenhouse gas emissions¹⁸ in 2030 of 52–58 GtCO₂eq yr⁻¹ (*medium confidence*). Pathways reflecting these ambitions would not limit global warming to 1.5°C, even if supplemented by very challenging increases in the scale and ambition of emissions reductions after 2030 (*high confidence*). Avoiding overshoot and reliance on future large-scale deployment of carbon dioxide removal (CDR) can only be achieved if global CO₂ emissions start to decline well before 2030 (*high confidence*). {1.2, 2.3, 3.3, 3.4, 4.2, 4.4, Cross-Chapter Box 11 in Chapter 4}**
- D.1.1** Pathways that limit global warming to 1.5°C with no or limited overshoot show clear emission reductions by 2030 (*high confidence*). All but one show a decline in global greenhouse gas emissions to below 35 GtCO₂eq yr⁻¹ in 2030, and half of available pathways fall within the 25–30 GtCO₂eq yr⁻¹ range (interquartile range), a 40–50% reduction from 2010 levels (*high confidence*). Pathways reflecting current nationally stated mitigation ambition until 2030 are broadly consistent with cost-effective pathways that result in a global warming of about 3°C by 2100, with warming continuing afterwards (*medium confidence*). {2.3.3, 2.3.5, Cross-Chapter Box 11 in Chapter 4, 5.5.3.2}
- D.1.2** Overshoot trajectories result in higher impacts and associated challenges compared to pathways that limit global warming to 1.5°C with no or limited overshoot (*high confidence*). Reversing warming after an overshoot of 0.2°C or larger during this century would require upscaling and deployment of CDR at rates and volumes that might not be achievable given considerable implementation challenges (*medium confidence*). {1.3.3, 2.3.4, 2.3.5, 2.5.1, 3.3, 4.3.7, Cross-Chapter Box 8 in Chapter 3, Cross-Chapter Box 11 in Chapter 4}
- D.1.3** The lower the emissions in 2030, the lower the challenge in limiting global warming to 1.5°C after 2030 with no or limited overshoot (*high confidence*). The challenges from delayed actions to reduce greenhouse gas emissions include the risk of cost escalation, lock-in in carbon-emitting infrastructure, stranded assets, and reduced flexibility in future response options in the medium to long term (*high confidence*). These may increase uneven distributional impacts between countries at different stages of development (*medium confidence*). {2.3.5, 4.4.5, 5.4.2}
- D.2 The avoided climate change impacts on sustainable development, eradication of poverty and reducing inequalities would be greater if global warming were limited to 1.5°C rather than 2°C, if mitigation and adaptation synergies are maximized while trade-offs are minimized (*high confidence*). {1.1, 1.4, 2.5, 3.3, 3.4, 5.2, Table 5.1}**
- D.2.1** Climate change impacts and responses are closely linked to sustainable development which balances social well-being, economic prosperity and environmental protection. The United Nations Sustainable Development Goals (SDGs), adopted in 2015, provide an established framework for assessing the links between global warming of 1.5°C or 2°C and development goals that include poverty eradication, reducing inequalities, and climate action. (*high confidence*) {Cross-Chapter Box 4 in Chapter 1, 1.4, 5.1}
- D.2.2** The consideration of ethics and equity can help address the uneven distribution of adverse impacts associated with 1.5°C and higher levels of global warming, as well as those from mitigation and adaptation, particularly for poor and disadvantaged populations, in all societies (*high confidence*). {1.1.1, 1.1.2, 1.4.3, 2.5.3, 3.4.10, 5.1, 5.2, 5.3, 5.4, Cross-Chapter Box 4 in Chapter 1, Cross-Chapter Boxes 6 and 8 in Chapter 3, and Cross-Chapter Box 12 in Chapter 5}
- D.2.3** Mitigation and adaptation consistent with limiting global warming to 1.5°C are underpinned by enabling conditions, assessed in this Report across the geophysical, environmental-ecological, technological, economic, socio-cultural and institutional

¹⁸ GHG emissions have been aggregated with 100-year GWP values as introduced in the IPCC Second Assessment Report.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

dimensions of feasibility. Strengthened multilevel governance, institutional capacity, policy instruments, technological innovation and transfer and mobilization of finance, and changes in human behaviour and lifestyles are enabling conditions that enhance the feasibility of mitigation and adaptation options for 1.5°C-consistent systems transitions. (*high confidence*) {1.4, Cross-Chapter Box 3 in Chapter 1, 2.5.1, 4.4, 4.5, 5.6}

D.3 Adaptation options specific to national contexts, if carefully selected together with enabling conditions, will have benefits for sustainable development and poverty reduction with global warming of 1.5°C, although trade-offs are possible (*high confidence*). {1.4, 4.3, 4.5}

D.3.1 Adaptation options that reduce the vulnerability of human and natural systems have many synergies with sustainable development, if well managed, such as ensuring food and water security, reducing disaster risks, improving health conditions, maintaining ecosystem services and reducing poverty and inequality (*high confidence*). Increasing investment in physical and social infrastructure is a key enabling condition to enhance the resilience and the adaptive capacities of societies. These benefits can occur in most regions with adaptation to 1.5°C of global warming (*high confidence*). {1.4.3, 4.2.2, 4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.4.1, 4.4.3, 4.5.3, 5.3.1, 5.3.2}

D.3.2 Adaptation to 1.5°C global warming can also result in trade-offs or maladaptations with adverse impacts for sustainable development. For example, if poorly designed or implemented, adaptation projects in a range of sectors can increase greenhouse gas emissions and water use, increase gender and social inequality, undermine health conditions, and encroach on natural ecosystems (*high confidence*). These trade-offs can be reduced by adaptations that include attention to poverty and sustainable development (*high confidence*). {4.3.2, 4.3.3, 4.5.4, 5.3.2; Cross-Chapter Boxes 6 and 7 in Chapter 3}

D.3.3 A mix of adaptation and mitigation options to limit global warming to 1.5°C, implemented in a participatory and integrated manner, can enable rapid, systemic transitions in urban and rural areas (*high confidence*). These are most effective when aligned with economic and sustainable development, and when local and regional governments and decision makers are supported by national governments (*medium confidence*). {4.3.2, 4.3.3, 4.4.1, 4.4.2}

D.3.4 Adaptation options that also mitigate emissions can provide synergies and cost savings in most sectors and system transitions, such as when land management reduces emissions and disaster risk, or when low-carbon buildings are also designed for efficient cooling. Trade-offs between mitigation and adaptation, when limiting global warming to 1.5°C, such as when bioenergy crops, reforestation or afforestation encroach on land needed for agricultural adaptation, can undermine food security, livelihoods, ecosystem functions and services and other aspects of sustainable development. (*high confidence*) {3.4.3, 4.3.2, 4.3.4, 4.4.1, 4.5.2, 4.5.3, 4.5.4}

D.4 Mitigation options consistent with 1.5°C pathways are associated with multiple synergies and trade-offs across the Sustainable Development Goals (SDGs). While the total number of possible synergies exceeds the number of trade-offs, their net effect will depend on the pace and magnitude of changes, the composition of the mitigation portfolio and the management of the transition. (*high confidence*) (Figure SPM.4) {2.5, 4.5, 5.4}

D.4.1 1.5°C pathways have robust synergies particularly for the SDGs 3 (health), 7 (clean energy), 11 (cities and communities), 12 (responsible consumption and production) and 14 (oceans) (*very high confidence*). Some 1.5°C pathways show potential trade-offs with mitigation for SDGs 1 (poverty), 2 (hunger), 6 (water) and 7 (energy access), if not managed carefully (*high confidence*). (Figure SPM.4) {5.4.2; Figure 5.4, Cross-Chapter Boxes 7 and 8 in Chapter 3}

D.4.2 1.5°C pathways that include low energy demand (e.g., see P1 in Figure SPM.3a and SPM.3b), low material consumption, and low GHG-intensive food consumption have the most pronounced synergies and the lowest number of trade-offs with respect to sustainable development and the SDGs (*high confidence*). Such pathways would reduce dependence on CDR. In modelled pathways, sustainable development, eradicating poverty and reducing inequality can support limiting warming to 1.5°C (*high confidence*). (Figure SPM.3b, Figure SPM.4) {2.4.3, 2.5.1, 2.5.3, Figure 2.4, Figure 2.28, 5.4.1, 5.4.2, Figure 5.4}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

Indicative linkages between mitigation options and sustainable development using SDGs (The linkages do not show costs and benefits)

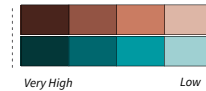
Mitigation options deployed in each sector can be associated with potential positive effects (synergies) or negative effects (trade-offs) with the Sustainable Development Goals (SDGs). The degree to which this potential is realized will depend on the selected portfolio of mitigation options, mitigation policy design, and local circumstances and context. Particularly in the energy-demand sector, the potential for synergies is larger than for trade-offs. The bars group individually assessed options by level of confidence and take into account the relative strength of the assessed mitigation-SDG connections.

Length shows strength of connection

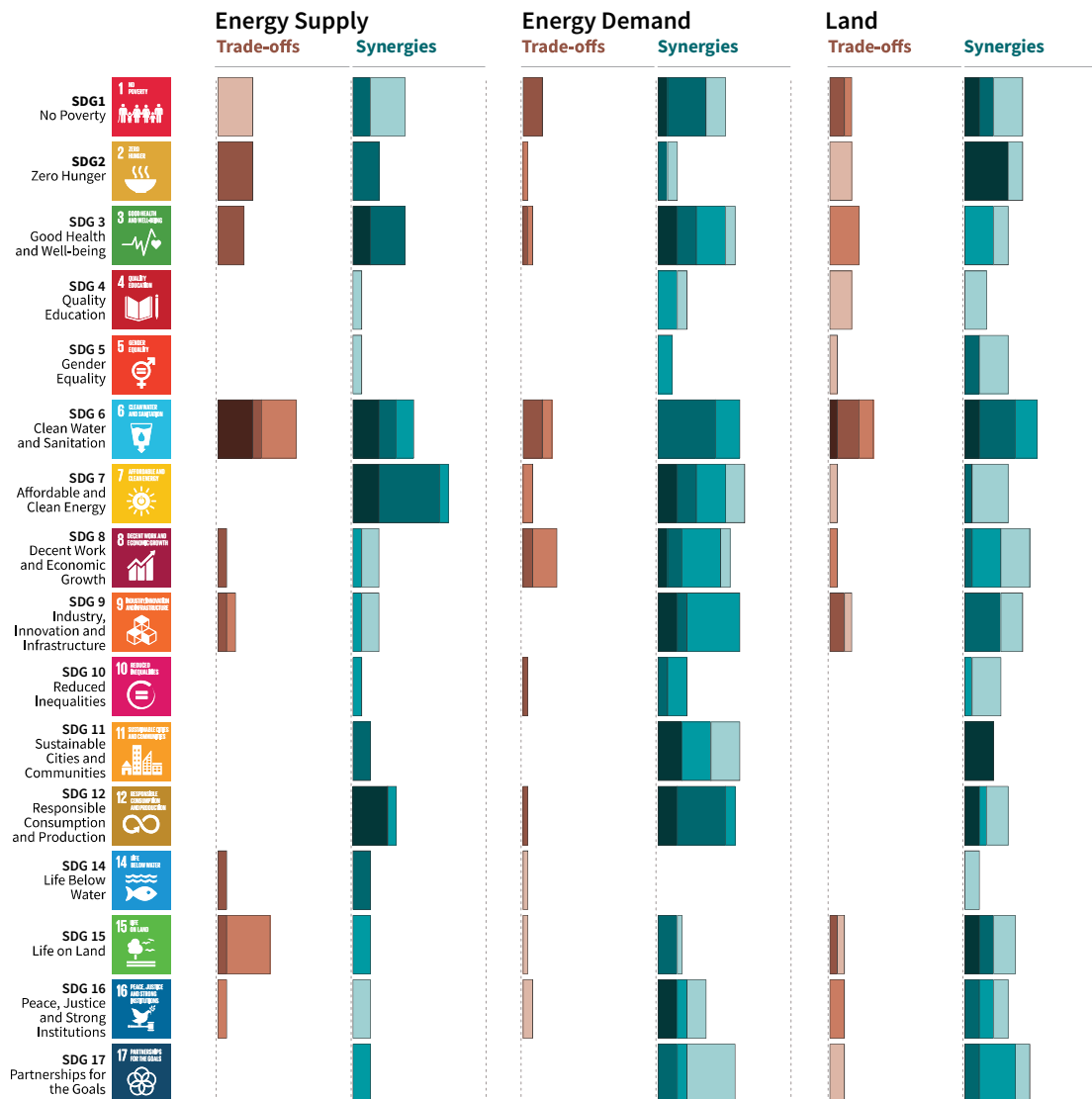


The overall size of the coloured bars depict the relative potential for synergies and trade-offs between the sectoral mitigation options and the SDGs.

Shades show level of confidence



The shades depict the level of confidence of the assessed potential for Trade-offs/Synergies.



Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

Figure SPM.4 | Potential synergies and trade-offs between the sectoral portfolio of climate change mitigation options and the Sustainable Development Goals (SDGs). The SDGs serve as an analytical framework for the assessment of the different sustainable development dimensions, which extend beyond the time frame of the 2030 SDG targets. The assessment is based on literature on mitigation options that are considered relevant for 1.5°C. The assessed strength of the SDG interactions is based on the qualitative and quantitative assessment of individual mitigation options listed in Table 5.2. For each mitigation option, the strength of the SDG-connection as well as the associated confidence of the underlying literature (shades of green and red) was assessed. The strength of positive connections (synergies) and negative connections (trade-offs) across all individual options within a sector (see Table 5.2) are aggregated into sectoral potentials for the whole mitigation portfolio. The (white) areas outside the bars, which indicate no interactions, have *low confidence* due to the uncertainty and limited number of studies exploring indirect effects. The strength of the connection considers only the effect of mitigation and does not include benefits of avoided impacts. SDG 13 (climate action) is not listed because mitigation is being considered in terms of interactions with SDGs and not vice versa. The bars denote the strength of the connection, and do not consider the strength of the impact on the SDGs. The energy demand sector comprises behavioural responses, fuel switching and efficiency options in the transport, industry and building sector as well as carbon capture options in the industry sector. Options assessed in the energy supply sector comprise biomass and non-biomass renewables, nuclear, carbon capture and storage (CCS) with bioenergy, and CCS with fossil fuels. Options in the land sector comprise agricultural and forest options, sustainable diets and reduced food waste, soil sequestration, livestock and manure management, reduced deforestation, afforestation and reforestation, and responsible sourcing. In addition to this figure, options in the ocean sector are discussed in the underlying report, {5.4, Table 5.2, Figure 5.2}

Information about the net impacts of mitigation on sustainable development in 1.5°C pathways is available only for a limited number of SDGs and mitigation options. Only a limited number of studies have assessed the benefits of avoided climate change impacts of 1.5°C pathways for the SDGs, and the co-effects of adaptation for mitigation and the SDGs. The assessment of the indicative mitigation potentials in Figure SPM.4 is a step further from AR5 towards a more comprehensive and integrated assessment in the future.

- D.4.3 1.5°C and 2°C modelled pathways often rely on the deployment of large-scale land-related measures like afforestation and bioenergy supply, which, if poorly managed, can compete with food production and hence raise food security concerns (*high confidence*). The impacts of carbon dioxide removal (CDR) options on SDGs depend on the type of options and the scale of deployment (*high confidence*). If poorly implemented, CDR options such as BECCS and AFOLU options would lead to trade-offs. Context-relevant design and implementation requires considering people's needs, biodiversity, and other sustainable development dimensions (*very high confidence*). (Figure SPM.4) {5.4.1.3, Cross-Chapter Box 7 in Chapter 3}
- D.4.4 Mitigation consistent with 1.5°C pathways creates risks for sustainable development in regions with high dependency on fossil fuels for revenue and employment generation (*high confidence*). Policies that promote diversification of the economy and the energy sector can address the associated challenges (*high confidence*). {5.4.1.2, Box 5.2}
- D.4.5 Redistributive policies across sectors and populations that shield the poor and vulnerable can resolve trade-offs for a range of SDGs, particularly hunger, poverty and energy access. Investment needs for such complementary policies are only a small fraction of the overall mitigation investments in 1.5°C pathways. (*high confidence*) {2.4.3, 5.4.2, Figure 5.5}
- D.5 Limiting the risks from global warming of 1.5°C in the context of sustainable development and poverty eradication implies system transitions that can be enabled by an increase of adaptation and mitigation investments, policy instruments, the acceleration of technological innovation and behaviour changes (*high confidence*). {2.3, 2.4, 2.5, 3.2, 4.2, 4.4, 4.5, 5.2, 5.5, 5.6}**
 - D.5.1 Directing finance towards investment in infrastructure for mitigation and adaptation could provide additional resources. This could involve the mobilization of private funds by institutional investors, asset managers and development or investment banks, as well as the provision of public funds. Government policies that lower the risk of low-emission and adaptation investments can facilitate the mobilization of private funds and enhance the effectiveness of other public policies. Studies indicate a number of challenges, including access to finance and mobilization of funds. (*high confidence*) {2.5.1, 2.5.2, 4.4.5}
 - D.5.2 Adaptation finance consistent with global warming of 1.5°C is difficult to quantify and compare with 2°C. Knowledge gaps include insufficient data to calculate specific climate resilience-enhancing investments from the provision of currently underinvested basic infrastructure. Estimates of the costs of adaptation might be lower at global warming of 1.5°C than for 2°C. Adaptation needs have typically been supported by public sector sources such as national and subnational government budgets, and in developing countries together with support from development assistance, multilateral development banks, and United Nations Framework Convention on Climate Change channels (*medium confidence*). More recently there is a

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

growing understanding of the scale and increase in non-governmental organizations and private funding in some regions (*medium confidence*). Barriers include the scale of adaptation financing, limited capacity and access to adaptation finance (*medium confidence*). {4.4.5, 4.6}

- D.5.3 Global model pathways limiting global warming to 1.5°C are projected to involve the annual average investment needs in the energy system of around 2.4 trillion USD₂₀₁₀ between 2016 and 2035, representing about 2.5% of the world GDP (*medium confidence*). {4.4.5, Box 4.8}
- D.5.4 Policy tools can help mobilize incremental resources, including through shifting global investments and savings and through market and non-market based instruments as well as accompanying measures to secure the equity of the transition, acknowledging the challenges related with implementation, including those of energy costs, depreciation of assets and impacts on international competition, and utilizing the opportunities to maximize co-benefits (*high confidence*). {1.3.3, 2.3.4, 2.3.5, 2.5.1, 2.5.2, Cross-Chapter Box 8 in Chapter 3, Cross-Chapter Box 11 in Chapter 4, 4.4.5, 5.5.2}
- D.5.5 The systems transitions consistent with adapting to and limiting global warming to 1.5°C include the widespread adoption of new and possibly disruptive technologies and practices and enhanced climate-driven innovation. These imply enhanced technological innovation capabilities, including in industry and finance. Both national innovation policies and international cooperation can contribute to the development, commercialization and widespread adoption of mitigation and adaptation technologies. Innovation policies may be more effective when they combine public support for research and development with policy mixes that provide incentives for technology diffusion. (*high confidence*) {4.4.4, 4.4.5}.
- D.5.6 Education, information, and community approaches, including those that are informed by indigenous knowledge and local knowledge, can accelerate the wide-scale behaviour changes consistent with adapting to and limiting global warming to 1.5°C. These approaches are more effective when combined with other policies and tailored to the motivations, capabilities and resources of specific actors and contexts (*high confidence*). Public acceptability can enable or inhibit the implementation of policies and measures to limit global warming to 1.5°C and to adapt to the consequences. Public acceptability depends on the individual's evaluation of expected policy consequences, the perceived fairness of the distribution of these consequences, and perceived fairness of decision procedures (*high confidence*). {1.1, 1.5, 4.3.5, 4.4.1, 4.4.3, Box 4.3, 5.5.3, 5.6.5}
- D.6 Sustainable development supports, and often enables, the fundamental societal and systems transitions and transformations that help limit global warming to 1.5°C. Such changes facilitate the pursuit of climate-resilient development pathways that achieve ambitious mitigation and adaptation in conjunction with poverty eradication and efforts to reduce inequalities (*high confidence*). {Box 1.1, 1.4.3, Figure 5.1, 5.5.3, Box 5.3}**
- D.6.1 Social justice and equity are core aspects of climate-resilient development pathways that aim to limit global warming to 1.5°C as they address challenges and inevitable trade-offs, widen opportunities, and ensure that options, visions, and values are deliberated, between and within countries and communities, without making the poor and disadvantaged worse off (*high confidence*). {5.5.2, 5.5.3, Box 5.3, Figure 5.1, Figure 5.6, Cross-Chapter Boxes 12 and 13 in Chapter 5}
- D.6.2 The potential for climate-resilient development pathways differs between and within regions and nations, due to different development contexts and systemic vulnerabilities (*very high confidence*). Efforts along such pathways to date have been limited (*medium confidence*) and enhanced efforts would involve strengthened and timely action from all countries and non-state actors (*high confidence*). {5.5.1, 5.5.3, Figure 5.1}
- D.6.3 Pathways that are consistent with sustainable development show fewer mitigation and adaptation challenges and are associated with lower mitigation costs. The large majority of modelling studies could not construct pathways characterized by lack of international cooperation, inequality and poverty that were able to limit global warming to 1.5°C. (*high confidence*) {2.3.1, 2.5.1, 2.5.3, 5.5.2}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3

Attachment 1

Summary for Policymakers

SPM

- D.7 Strengthening the capacities for climate action of national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities can support the implementation of ambitious actions implied by limiting global warming to 1.5°C (*high confidence*). International cooperation can provide an enabling environment for this to be achieved in all countries and for all people, in the context of sustainable development. International cooperation is a critical enabler for developing countries and vulnerable regions (*high confidence*). {1.4, 2.3, 2.5, 4.2, 4.4, 4.5, 5.3, 5.4, 5.5, 5.6, 5, Box 4.1, Box 4.2, Box 4.7, Box 5.3, Cross-Chapter Box 9 in Chapter 4, Cross-Chapter Box 13 in Chapter 5}**
- D.7.1** Partnerships involving non-state public and private actors, institutional investors, the banking system, civil society and scientific institutions would facilitate actions and responses consistent with limiting global warming to 1.5°C (*very high confidence*). {1.4, 4.4.1, 4.2.2, 4.4.3, 4.4.5, 4.5.3, 5.4.1, 5.6.2, Box 5.3}.
- D.7.2** Cooperation on strengthened accountable multilevel governance that includes non-state actors such as industry, civil society and scientific institutions, coordinated sectoral and cross-sectoral policies at various governance levels, gender-sensitive policies, finance including innovative financing, and cooperation on technology development and transfer can ensure participation, transparency, capacity building and learning among different players (*high confidence*). {2.5.1, 2.5.2, 4.2.2, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.3, Cross-Chapter Box 9 in Chapter 4, 5.3.1, 5.5.3, Cross-Chapter Box 13 in Chapter 5, 5.6.1, 5.6.3}
- D.7.3** International cooperation is a critical enabler for developing countries and vulnerable regions to strengthen their action for the implementation of 1.5°C-consistent climate responses, including through enhancing access to finance and technology and enhancing domestic capacities, taking into account national and local circumstances and needs (*high confidence*). {2.3.1, 2.5.1, 4.4.1, 4.4.2, 4.4.4, 4.4.5, 5.4.1, 5.5.3, 5.6.1, Box 4.1, Box 4.2, Box 4.7}.
- D.7.4** Collective efforts at all levels, in ways that reflect different circumstances and capabilities, in the pursuit of limiting global warming to 1.5°C, taking into account equity as well as effectiveness, can facilitate strengthening the global response to climate change, achieving sustainable development and eradicating poverty (*high confidence*). {1.4.2, 2.3.1, 2.5.1, 2.5.2, 2.5.3, 4.2.2, 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.5, 4.5.3, 5.3.1, 5.4.1, 5.5.3, 5.6.1, 5.6.2, 5.6.3}

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 1

Summary for Policymakers

SPM

Box SPM.1: Core Concepts Central to this Special Report

Global mean surface temperature (GMST): Estimated global average of near-surface air temperatures over land and sea ice, and sea surface temperatures over ice-free ocean regions, with changes normally expressed as departures from a value over a specified reference period. When estimating changes in GMST, near-surface air temperature over both land and oceans are also used.¹⁹ {1.2.1.1}

Pre-industrial: The multi-century period prior to the onset of large-scale industrial activity around 1750. The reference period 1850–1900 is used to approximate pre-industrial GMST. {1.2.1.2}

Global warming: The estimated increase in GMST averaged over a 30-year period, or the 30-year period centred on a particular year or decade, expressed relative to pre-industrial levels unless otherwise specified. For 30-year periods that span past and future years, the current multi-decadal warming trend is assumed to continue. {1.2.1}

Net zero CO₂ emissions: Net zero carbon dioxide (CO₂) emissions are achieved when anthropogenic CO₂ emissions are balanced globally by anthropogenic CO₂ removals over a specified period.

Carbon dioxide removal (CDR): Anthropogenic activities removing CO₂ from the atmosphere and durably storing it in geological, terrestrial, or ocean reservoirs, or in products. It includes existing and potential anthropogenic enhancement of biological or geochemical sinks and direct air capture and storage, but excludes natural CO₂ uptake not directly caused by human activities.

Total carbon budget: Estimated cumulative net global anthropogenic CO₂ emissions from the pre-industrial period to the time that anthropogenic CO₂ emissions reach net zero that would result, at some probability, in limiting global warming to a given level, accounting for the impact of other anthropogenic emissions. {2.2.2}

Remaining carbon budget: Estimated cumulative net global anthropogenic CO₂ emissions from a given start date to the time that anthropogenic CO₂ emissions reach net zero that would result, at some probability, in limiting global warming to a given level, accounting for the impact of other anthropogenic emissions. {2.2.2}

Temperature overshoot: The temporary exceedance of a specified level of global warming.

Emission pathways: In this Summary for Policymakers, the modelled trajectories of global anthropogenic emissions over the 21st century are termed emission pathways. Emission pathways are classified by their temperature trajectory over the 21st century: pathways giving at least 50% probability based on current knowledge of limiting global warming to below 1.5°C are classified as 'no overshoot'; those limiting warming to below 1.6°C and returning to 1.5°C by 2100 are classified as '1.5°C limited-overshoot'; while those exceeding 1.6°C but still returning to 1.5°C by 2100 are classified as 'higher-overshoot'.

Impacts: Effects of climate change on human and natural systems. Impacts can have beneficial or adverse outcomes for livelihoods, health and well-being, ecosystems and species, services, infrastructure, and economic, social and cultural assets.

Risk: The potential for adverse consequences from a climate-related hazard for human and natural systems, resulting from the interactions between the hazard and the vulnerability and exposure of the affected system. Risk integrates the likelihood of exposure to a hazard and the magnitude of its impact. Risk also can describe the potential for adverse consequences of adaptation or mitigation responses to climate change.

Climate-resilient development pathways (CRDPs): Trajectories that strengthen sustainable development at multiple scales and efforts to eradicate poverty through equitable societal and systems transitions and transformations while reducing the threat of climate change through ambitious mitigation, adaptation and climate resilience.

¹⁹ Past IPCC reports, reflecting the literature, have used a variety of approximately equivalent metrics of GMST change.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2



CLIMATE JUSTICE ALLIANCE Just Transition Principles

This short paper aims to articulate the shared analysis & principles held by members of the Climate Justice Alliance, recognizing that a Just Transition will look different in different places.¹

What Do We Mean By Just Transition?

*"Just Transition is a principle, a process and a practice."
— Just Transition Alliance*

Just Transition is a vision-led, unifying and place-based set of principles, processes and practices that build economic and political power to shift from an extractive economy² to a regenerative economy. This means approaching production and consumption cycles holistically and waste free. The transition itself must be just and equitable; redressing past harms and creating new relationships of power for the future through reparations. If the process of transition is not just, the outcome will never be. Just Transition describes both where we are going and how we get there.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2

History & Context

Just Transition strategies were first forged by labor unions and environmental justice groups, rooted in low-income communities of color, who saw the need to phase out the industries that were harming workers, community health and the planet; and at the same time provide just pathways for workers to transition to other jobs. It was rooted in workers defining a transition away from polluting industries in alliance with fence line and frontline communities.

The environmental justice (EJ) movement grew out of a response to the system of environmental racism where communities of color and low-income communities have been (and continue to be) disproportionately exposed to and negatively impacted by hazardous pollution and industrial practices. Its roots are in the civil rights movement, and are in sharp contrast to the mainstream environmental movement, which has failed to understand or address this injustice³. The EJ movement emphasizes bottom up organizing, centering the voices of those most impacted, and shared community leadership.

Building on these histories, members of the Climate Justice Alliance, many of whom are rooted in the environmental justice movement, have adapted the definition of Just Transition to represent a host of strategies to *transition whole communities*⁴ to build thriving economies that provide dignified, productive and ecologically sustainable livelihoods; democratic governance and ecological resilience.

Some of the movement leaders who have built a strong foundation for just transition



Connie Tucker, Southern Organizing Committee for Economic & Social Justice



Jose Bravo, Just Transition Alliance



Pam Tau Lee, Chinese Progressive Association



Richard Moore, Southwest Network for Environmental and Economic Justice and Los Jardines Institute



Tom Goldtooth, Indigenous Environmental Network



Tony Mazzocchi, Oil, Chemical & Atomic Workers International Union

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

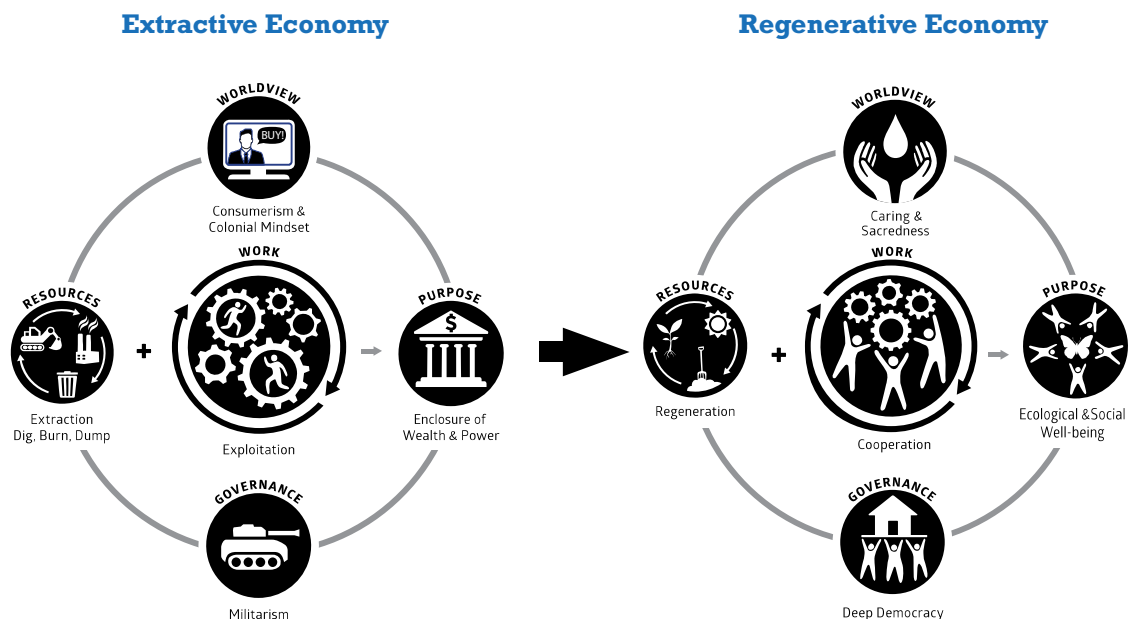
Item 9.3
Attachment 2

Analysis, Framework and Strategy

After centuries of global plunder, the profit-driven industrial economy rooted in patriarchy and white supremacy is severely undermining the life support systems of the planet. Transition is inevitable. Justice is not.

We must build visionary economy that is very different than the one we now are in. This requires stopping the bad while at the same time as building the new. We must change the rules to redistribute resources and power to local communities. Just transition initiatives are shifting from dirty energy to energy democracy, from funding highways to expanding public transit, from incinerators and landfills to zero waste, from industrial food systems to food sovereignty, from gentrification to community land rights, from military violence to peaceful resolution, and from rampant destructive development to ecosystem restoration. Core to a just transition is deep democracy in which workers and communities have control over the decisions that affect their daily lives.

To liberate the soil and to liberate our souls we must decolonize our imaginations, remember our way forward and divorce ourselves from the comforts of empire. We must trust that deep in our cultures and ancestries is the diverse wisdom we need to navigate our way towards a world where we live in just relationships with each other and with the earth.



Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2

CJA Just Transition Principles

There are existing principles, including the Principles of Environmental Justice and Jemez Principles for Democratic Organizing, that have been important in guiding our work. The Just Transition principles below are an attempt to consolidate and synthesize various Just Transition principles from among CJA members and allies, built off the deep work and discussions amongst ourselves. Understanding that Just Transition will look different in different places, we believe a core set of shared principles can strengthen our collective work.

A Just Transition moves us toward Buen Vivir

Buen Vivir means that we can *live well* without *living better* at the expense of others. Workers, community residents, women and Indigenous Peoples around the world have a fundamental human right to clean, healthy and adequate air, water, land, food, education and shelter. We must have just relationships with each other and with the natural world, of which we are a part. The rights of peoples, communities and nature must supercede the rights of the individual.

A Just Transition creates Meaningful Work

A Just Transition centers on the development of human potential, creating opportunities for people to learn, grow, and develop to their full capacities and interests. We are all born leaders, and a regenerative economy supports and nurtures that leadership. In the process, we are transforming ourselves, each other, our communities, and our society as a whole. Meaningful work is life-affirming.

A Just Transition upholds Self Determination

All peoples have the right to participate in decisions that impact their lives. This requires democratic governance in our communities, including our workplaces. Communities must have the power to shape their economies, as producers, as consumers, and in our relationships with each other. Not only do we have the right to self determination, but self determination is one of our greatest tools to realize the world we need. The people who are most affected by the extractive economy — the frontline workers and the fenceline communities — have the resilience and expertise to be in the leadership of crafting solutions.



Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2

A Just Transition equitably redistributes Resources and Power

We must work to build new systems that are good for all people, and not just a few. Just Transition must actively work against and transform current and historic social inequities based on race, class, gender, immigrant status and other forms of oppression. Just Transition fights to reclaim capital and resources for the regeneration of geographies and sectors of the economy where these inequities are most pervasive.

A Just Transition requires Regenerative Ecological Economics

Just Transition must advance ecological resilience, reduce resource consumption, restore biodiversity and traditional ways of life, and undermine extractive economies, including capitalism, that erode the ecological basis of our collective well-being. This requires a re-localization and democratization of primary production and consumption by building up local food systems, local clean energy, and small-scale production that are sustainable economically and ecologically. This also means producing to *live well* without *living better* at the expense of others.

A Just Transition retains Culture and Tradition

Capitalism has forced many communities to sacrifice culture and tradition for economic survival. It has also defaced and destroyed land held as sacred. Just Transition must create inclusionary spaces for all traditions and cultures, recognizing them as integral to a healthy and vibrant economy. It should also make reparations for land that has been stolen and/or destroyed by capitalism, colonialism, patriarchy, genocide and slavery.

A Just Transition embodies Local, Regional, National and International Solidarity

A Just Transition must be liberatory and transformative. The impacts of the extractive economy knows no borders. We recognize the interconnectedness of our communities as well as our issues. Therefore, our solutions call for local, regional, national and global solidarity that confronts imperialism and militarism.

A Just Transition builds What We Need Now

We must build the world we need now. This may begin at a local small scale, and must expand to begin to displace extractive practices. We must build and flex the muscles needed to meet our communities' needs.



Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2

What Just Transition is NOT: Avoiding False Solutions

We understand that as frontline communities, we are often faced with navigating many contradictions. We have seen that the fight against climate change has now become a big business opportunity. In this context, it is important to recognize approaches that will only worsen our ecological and economic crises. We call these 'false solutions.' The following definitions of false solutions offer a political compass for our movements, knowing that we will engage more deeply in the nuances of various solutions in front of us in our regional and organizational contexts.



False Solutions extract & further concentrate wealth and political power

Carbon trading and other market-based incentives are presented as “economically and politically viable” strategies to address the climate crisis. Unfortunately, this makes the false and dangerous assumption that the laws of nature are subordinate to the laws of capitalism. These undemocratic mechanisms prioritize maximizing profit for those at the top at the expense of the earth and people. These do not move us toward a just transition.

False Solutions continue to poison, displace, and imprison communities

Nuclear, fracking, “clean coal”, incineration and even prisons are offered as economic transition solutions to the climate crisis, but only continue to harm the health of people and the planet. The path of extracting, transporting, processing, and consuming these technologies is paved with communities riddled with cancer, reproductive and respiratory disease, among other devastating health impacts. These false solutions turn low-income communities, communities of color and indigenous communities into sacrifice zones. These do not move us toward a just transition.

False Solutions reduce the climate crisis to a crisis of carbon

The climate ‘crisis’ is a symptom of a deeper crisis: resource intensive industrial production of the dominant dig, burn, dump economy. Addressing only carbon emissions without challenging the growth-at-all-costs economy doesn’t resolve the real crisis. This is not to say that carbon doesn’t matter, but it is not the only thing that matters. Techno-fixes like titanium oxide cloud seeding or injecting carbon into the sea bottom are solutions for making money off of the climate crisis more than they are solutions to the climate crisis. It is unclear that these technologies will even work. It is highly likely that they’ll have unintended consequences. These efforts avoid the real solutions of reducing pollution at the source. These do not move us toward a just transition.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2



Solving the Climate Crisis: It is possible. It is necessary. There are no shortcuts.

There's no silver bullet. As we know, it will look different in different places. And let's remember: Transition is inevitable. Justice is not. Let's get to work.

Endnotes

1. The drafting process involved consolidating various principles developed by CJA member organizations -- Just Transition Alliance, Kentuckians for the Commonwealth, and Movement Generation -- and discussions by CJA pilot site anchor organizations. CJA staff developed a first draft and got feedback from CJA member organizations at the Growing Our Power national convening in St. Louis and through online comments. A drafting team made up of CJA members and staff, with additional input from the Steering Committee and Pilot Site reps, finalized this working draft.
2. By extractive economy, we mean an economy that relies on the extraction of labor, of natural resources, of culture and of community.
3. Robert D. Bullard, *Dumping in Dixie: Race, Class, and Environmental Quality* (Westview Press, 2000).
4. By whole communities, we mean to include workplaces, homes, schools, implying that we are workers, we are community members, we are whole people.

Considered at June 11, 2019 Regular Council Meeting

RC - Agenda - 2019 06 11

Item 9.3
Attachment 2



CLIMATE JUSTICE ALLIANCE

www.ourpowercampaign.org



Acknowledgements

CJA would like to acknowledge and show appreciation for the work and leadership of the Just Transition Alliance, the CJA Steering Committee, the CJA Pilot Site organizations, and of the drafting team: brandon king of Cooperation Jackson, Sara Pennington of Kentuckians for the Commonwealth, Mateo Nube of Movement Generation and Hannah Jones of the Center for Story-based Strategy.

Design Action Collective

BACKGROUNDER



CONTEMPRA™. AN INNOVATIVE LOWER CARBON CEMENT THAT CAN REDUCE CO₂ EMISSIONS BY 900,000 TONNES. EVERY YEAR.

Cement is an essential ingredient in concrete, the indispensable construction material that is literally the foundation of modern communities. Reflecting the cement industry's commitment to being a proactive partner in finding solutions for a low carbon future, Contempra is a new cement that reduces CO₂ emissions by 10%¹ while still producing concrete of comparable strength and durability to concrete produced with regular Portland cement. Contempra is recognized under the name Portland-limestone cement in CSA cement and concrete standards.

Introduced in the Canadian market in 2011, Contempra is today rapidly becoming the preferred standard for the majority of new construction projects in Canada. In British Columbia alone, it already accounts for nearly 50% of the domestic cement consumed in the province. This uptake will accelerate as more and more developers, builders and infrastructure decision makers specify the carbon-reduced cement for their projects, leading to potential GHG reductions of up to 900,000 tonnes annually. This is equal to saving over 347 million liters of gas. Or planting 23 million trees.

Contempra makes concrete — already renowned for its safety, sustainability, durability, resiliency, versatility and energy-efficient attributes — the solution of choice for a low carbon built environment.

HOW DOES CONTEMPRA WORK?

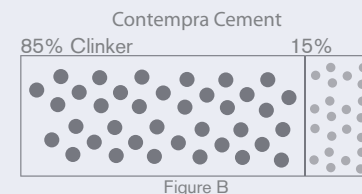
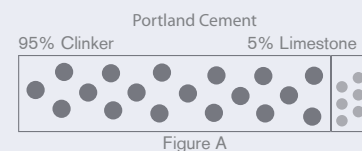
Contempra's 10% reduction in CO₂ emissions occurs during the cement manufacturing process. While regular Portland cement may contain up to 5% limestone, Contempra is made by intergrinding regular clinker — the main ingredient in cement — with up to 15% limestone. Clinker

is the energy intensive component in cement. The clinker used to make Contempra is the same clinker that is used to manufacture regular Portland cement. Reducing the clinker content of cement in this way reduces the amount of emissions associated with its manufacturing.

HOW IS CONTEMPRA MANUFACTURED?

Contempra's manufacturing process involves modifying the clinker and limestone proportions before the final grinding takes place. The limestone, being a softer material, is ground finer than the clinker. However, both the clinker and the limestone in Contempra are ground finer than in regular Portland cement. The particle size and the particle size distribution in Contempra cement has a significant impact on the properties of the final product — concrete. This process of achieving the proper size and distribution of particles in Contempra cement is commonly referred to as "optimizing" the cement.

The result of this optimization process is shown in Figures A and B below:



CONTEMPRA: LESS GHGs, YET COMPARABLE PERFORMANCE TO REGULAR PORTLAND CEMENT

The cement industry has invested considerable resources to optimize the properties of Contempra to be comparable to regular Portland cement. On average, the Contempra clinker and limestone particles are smaller in size, producing a "particle packing effect" that increases the resulting strength of the concrete.

The limestone is subjected to three quality assurance tests prior to manufacturing to ensure that Contempra will provide suitable performance. These tests are for

¹Lindita Bushi and Jamie Meil, Athena Sustainable Materials Institute, An Environmental Life Cycle Assessment of PortlandLimestone and Ordinary Portland Cements in Concrete, 2014

BACKGROUND

calcium carbonate content, clay content and total organic carbon content.

Since Contempra is optimized to provide performance comparable to regular Portland cement manufactured in Canada, no significant changes are required to concrete mix designs when using Contempra.

INNOVATIVE YET PROVEN

The introduction of Contempra in Canada reflects the Canadian cement industry's dedication to innovation and unwavering commitment to reducing its environmental footprint.

By reducing the amount of clinker used in manufacturing cement — its main ingredient and most energy-intensive component — the industry has taken one of the most important steps in its recent history toward reducing the environmental impact of cement.

While still new to the Canadian market, Contempra has an extensive proven track record in Europe — where it is known as Portland-limestone cement — in a variety of commercial and residential applications for over 35 years.

The European cement standard allows for Portland-limestone cement made with up to 35% limestone content. The most popular cement sold in Europe today is Portland-limestone cement with a limestone content of up to 20%. The 15% limestone limit applied to Contempra cement in Canada is well within the maximum limit of 35% permitted in European cement standards.

EXTENSIVELY TESTED

Before Portland-limestone cement was adopted by the Canadian Standards Association (CSA) A3001 and A23.1 Standards — which regulate cement manufacturing and use in Canada — the industry conducted extensive research and testing to verify its adequacy for the Canadian environment and construction industry. This included a thorough review of European literature on Portland-limestone cement, followed by comprehensive cement and concrete testing programs performed by various Canadian cement manufacturers and participating university

researchers. The tests conclusively confirmed that optimized Contempra cement (Portland-limestone cement) produces concrete with strength and durability properties equal to that produced using regular Portland cement.

Field trials carried out in the harsher climates of Québec, Nova Scotia, and Ontario over three winters also demonstrated that Contempra produced concrete durability characteristics that compared very well with concrete using regular Portland cement.



IN CANADIAN BUILDING CODES

Contempra is included under the name Portland-limestone cement in the CSA cement and concrete standards, referenced in the 2010 National Building Code of Canada.

Initially, Contempra was prohibited from use in sulphate exposure environments due to a lack of Canadian data demonstrating its durability in such conditions. More recently, and in response to recent successful sulphate testing programs, the new CSA A3001-13 and A23.1-14 Standards now provide specifications for the use of Portland-limestone cement (Contempra)

in sulphate exposure environments.

REGISTERED ENVIRONMENTAL PRODUCT DECLARATION

Environmental Product Declarations measure a wide range of environmental impacts (for example, greenhouse gas emissions, toxic substances, habitat destruction, water impacts, ozone depletion, etc.) at every step of a product's life cycle — from raw material extraction and processing, to manufacturing, distribution and disposal or recycling at end of life.

The Cement Association of Canada has registered an EPD for Portland-limestone cement (Contempra) with the CSA Group. The cement EPD, which were prepared by the Athena Sustainable Materials Institute, can be viewed on CSA Group's EPD registry listings.

WIDELY AVAILABLE

Contempra is widely available across Canada.

THE CEMENT AND CONCRETE INDUSTRY: YOUR PARTNER IN REDUCING CARBON EMISSIONS

The cement and concrete industry has, and continues to, make significant investments in reducing our manufacturing footprint. Since 1990, we have voluntarily reduced cement manufacturing emissions by over 15%. In addition to introducing Contempra, our industry is also pursuing a transition to low carbon fuels such as biomass, construction and demolition waste and other non-recyclable materials. This reduces GHGs in cement manufacturing and supports diversion of non-recyclable materials from landfills.

Contempra-based concrete buildings in this fact sheet:

- Front: Telus Garden, Vancouver
- Back: Trump tower, Vancouver



ABOUT THE CEMENT ASSOCIATION OF CANADA (CAC)

The CAC is the voice of Canada's cement industry. A vital contributor to the country's economy and infrastructure, the industry provides a reliable domestic supply of high quality cement required to build our country's sustainable communities and is committed to the environmentally responsible manufacturing of cement and concrete products. Visit cement.ca for more information.



Cement
Association
of Canada

contempra™
Cement engineered for a better tomorrow

CONCRETE
even smarter than you think™

Contempra™ / Portland Limestone Cement (PLC) and its use in Lower Carbon Intensity Concrete



*Ken Carrusca, P.Eng.
Cement Association of Canada*

Contemptra™ / PLC

- **Background on cement making**
- **What is Contemptra & why use it?**
- **Extensive research and testing**
- **Use of PLC in Europe**
- **BC marketplace and projects**

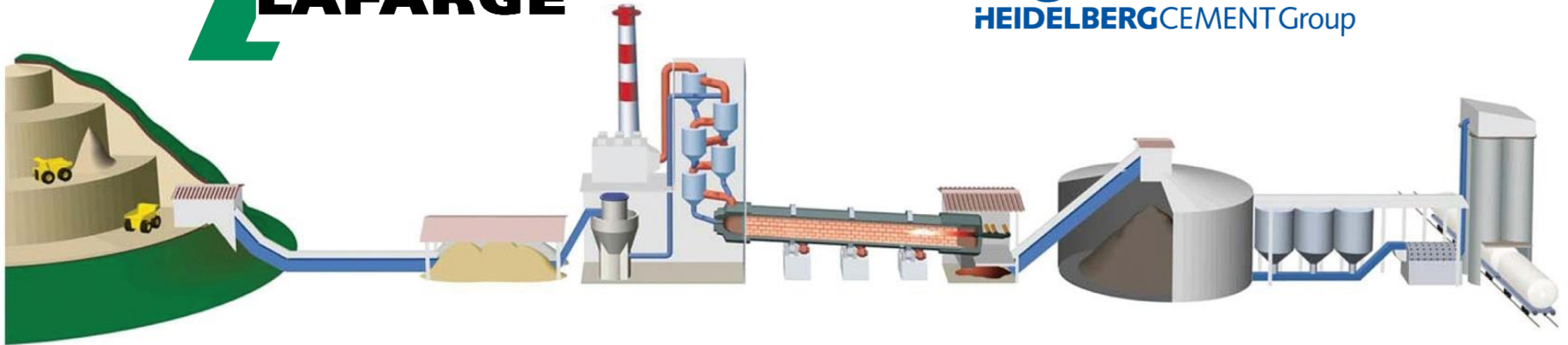
Contemptra™ / PLC

- **Background on cement making**
- What is Contemptra & why use it?
- Extensive research and testing
- Use of PLC in Europe
- BC marketplace and projects

Cement Manufacturing



Lehigh Hanson
HEIDELBERGCEMENT Group



Quarrying

Limestone and small amounts of sand and clay are extracted, usually from a quarry located near the cement manufacturing plant.

Raw Materials Preparation

The extracted materials are analyzed, blended with additional mineral components depending on the type of limestone available, and finely ground for further processing.

Clinker Production

The materials are heated in a kiln reaching a temperature of 1,470°C. The heat transforms the materials into a molten product called clinker, which is then rapidly cooled.

Cement Grinding and Distribution

The clinker is stored and then finely ground. Gypsum is added to control setting time, along with supplementary cementing materials, such as fly ash or slag, to obtain a fine powder called cement, with the desired properties of strength and chemical resistance.

contempra
Cement engineered for a better tomorrow

Up to 15% unprocessed limestone finely inter-ground with clinker to produce Contempra™ / Portland Limestone Cement.

Cement Manufacturing Process

- **Thermal and chemical reactions**
- **Energy intensive process**
 - **Combustion emissions**
 - **Process emissions**

Cement and Concrete in BC

- **Cement Manufacturing Plants**
 - Lafarge in Richmond and Lehigh Hanson in Delta
- **Concrete Operations**
 - 135 ready-mixed concrete batch facilities
 - 17 precast concrete producers
- **Jobs and Investment**
 - More than 2000 direct and indirect BC jobs
 - Over \$3 billion of investment in the economy

Contemptra™ / PLC

- Background on cement making
- **What is Contemptra & why use it?**
- Extensive research and testing
- Use of PLC in Europe
- BC marketplace and projects

Contempra™ / Portland Limestone Cement / PLC ?

- Contempra™
- Portland-Limestone Cement or PLC
- CSA Cement Types
 - GU – General Use Cement
 - GUL – Portland-Limestone Cement
- EcoCem



Cement
Association
of Canada

Association
Canadienne
du Ciment

Portland-Limestone Cement

A new category of cement is entering the Canadian market. **Portland-limestone cement (PLC)**, used successfully in Europe for over 25 years, will be available in Canada in 2010.

What Is Portland-Limestone Cement (PLC)?

While regular portland cement may contain up to 5% limestone, PLC is manufactured by intergrinding portland cement clinker with between 6% and 15% limestone. The clinker used to make PLC is the same clinker that is used to manufacture regular portland cement. The performance of PLC is dependent on the high quality of the limestone. In recognition of this fact, limestone used in PLC is tested for calcium carbonate content, clay content and total organic carbon content. The 15% limestone limit applied to PLC in Canada is well below the maximum limit of 35% permitted in European standards. PLC performance specifications are similar to those of regular portland cement in that PLC must meet the same CSA A3001 physical requirements as regular portland cement.

The CSA A3001-08 Standard lists the four types of PLC as follows.

4.1 Types

The naming practice for portland cement, blended hydraulic cement, and portland-limestone cement shall be as follows:

Portland cement type	Blended hydraulic cement type*	Portland-limestone cement type†‡	Name§
GU	GUb	GU/L	General use cement
MS	MSb	—	Moderate sulphate-resistant cement
MH	MHb	MH/L	Moderate heat of hydration cement
HE	HEb	HE/L	High early-strength cement
LH	LHb	LH/L	Low heat of hydration cement
HS	HSb	—	High sulphate-resistant cement

*The suffix "b" indicates that the product is a blended hydraulic cement.

†The suffix "L" indicates that the product is portland-limestone cement.

‡Portland-limestone cements should not be used in an environment subjected to sulphate exposure as defined in Table 3 of CAN/CSA-A23.1.

§See Annex C for information on previous naming conventions.

"Reproduced with the permission of Canadian Standards Association from "CSA A3001-08 Cementitious Materials for Use in Concrete" which is copyrighted by Canadian Standards Association, 5060 Spectrum Way, Suite 100, Mississauga, ON L4W 5N6. While use of this material has been authorized, CSA shall not be responsible for the manner in which the information is presented, nor for any interpretations thereof."

Note that PLC is not available in either moderate or high sulphate-resistant designations.

How Does It Work?

PLC is manufactured in Canada by intergrinding regular cement clinker with up to 15% limestone. The limestone, being a softer material, is ground more finely than the clinker; however, both the clinker and the limestone in PLC are more finely ground than regular portland cement. Both the size and distribu-



Cement
Association
of Canada

Background

415



Cement
Association
of Canada

Association
Canadienne
du Ciment

Portland-Limestone Cement

A new category of cement is
Portland-limestone cement
for over 25 years, will be avail

What Is Portland-Limestone

While regular portland cement
manufactured by intergrinding port
15% limestone. The clinker used
to manufacture regular portland
dependent on the high quality of the
stone used in PLC is tested for
total organic carbon content. The
Canada is well below the maxim
dards. PLC performance specifi
cement in that PLC must meet
regular portland cement.

The CSA A3001-08 Standard li

4.1 Types

The naming practice for portland c
shall be as follows:

Portland cement type	Blended hys cement type
GU	GUb
MS	MSb
MH	MHb
HE	HEb
LH	LHb
HS	HSb

*The suffix "b" indicates that the
†The suffix "L" indicates that the
‡Portland-limestone cements sh
defined in Table 3 of CAN/CSA-
§See Annex C for information on

"Reproduced with the permission of Can
Materials for Use in Concrete" which is co
Suite 100, Mississauga, ON L4W 5N6. Whi
ble for the manner in which the informa

Note that PLC is not availabl
designations.

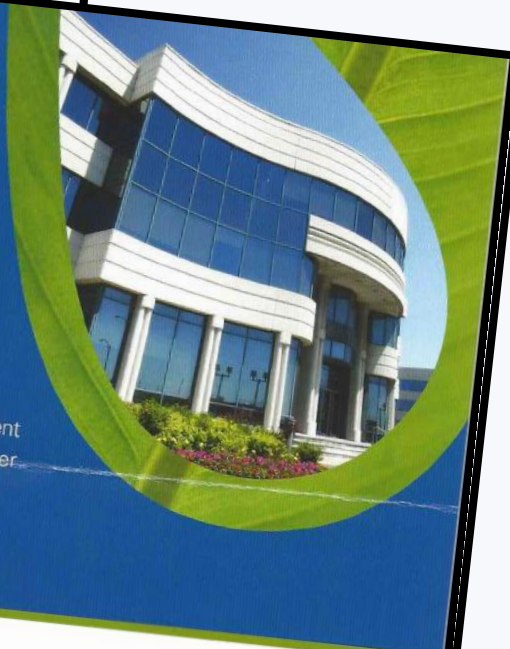
How Does It Work?

PLC is manufactured in Can
up to 15% limestone. The li
finely than the clinker; how
more finely ground than re



EcoCem™PLC is here!

EcoCem™PLC is Lehigh's Portland Limestone
Cement that meets CSA's Type GUL specification.
EcoCem™PLC is an environmentally responsible cement
that delivers excellent performance along with a lower
carbon footprint. This made in BC cement reduces
greenhouse emissions and supports our local
economy at the same time.



The EcoCem™PLC Advantage

Lehigh Cement's Commitment to Sustainability

Lehigh Cement is committed to delivering sustainable building
materials which positively contribute to the welfare of society
and to the environment — during and after our lifetime. Cement
and concrete products already contribute to sustainable buildings
and communities across British Columbia. Concrete structures
are safe, energy-efficient, durable and cost-effective.

As the next step in its commitment to sustainability, Lehigh
Cement has developed EcoCem™PLC, a new portland limestone
cement that provides excellent performance but has a lower
environmental impact than normal Type GU portland cement.

Lowering Emissions

Climate change and clean air are important to the people of
British Columbia and they are important to Lehigh Cement.
The process of converting raw minerals into cement produces
emissions, and reducing these emissions is central to Lehigh's
commitment to sustainability. Manufacturing EcoCem™PLC can
result in up to a 10% reduction in emissions when compared
to normal Type GU portland cement. With EcoCem™PLC, Lehigh
and its customers now have an effective

Green Building and LEED®

British Columbia has approved the use of portland limestone
cement in its building code. The opportunity now exists to
be on the leading edge of sustainable construction by using
EcoCem™PLC, an environmentally friendly cement for concrete
production. In combination with available supplementary
cementing materials (SCMs), EcoCem™PLC allows the production
of concrete with the lowest carbon footprint possible.

There are currently no LEED® Credits specific to the use
of EcoCem™PLC; however it may contribute toward points
available in LEED® Canada NC 1.0 and 2009. Because it is locally
manufactured, EcoCem™PLC dramatically reduces the emissions
associated with the transportation of cementing materials.

Performance

The performance of EcoCem™PLC is similar to normal Type GU
portland cement. Concrete produced with EcoCem™PLC achieves
higher earlier strengths and comparable longer term strength
(see graph). In testing with



Cement
Association
of Canada

Background

414



Cement
Association
of Canada

Association
Canadienne
du Ciment

Portland-Limestone Cement

A new category of cement is
Portland-limestone cement
for over 25 years, will be avail

What Is Portland-Limestone

While regular portland cement
manufactured by intergrinding port
15% limestone. The clinker used
to manufacture regular portland
dependent on the high quality of the
stone used in PLC is tested for
total organic carbon content. The
Canada is well below the maxim
dards. PLC performance specifi
cement in that PLC must meet
regular portland cement.

The CSA A3001-08 Standard li

4.1 Types

The naming practice for portland c
shall be as follows:

Portland cement type	Blended hys cement type
GU	GUb
MS	MSb
MH	MHb
HE	HEb
LH	LHb
HS	HSb

*The suffix "b" indicates that the

†The suffix "L" indicates that the

‡Portland-limestone cements sh

defined in Table 3 of CAN/CSA-

§See Annex C for information on

"Reproduced with the permission of Can
Materials for Use in Concrete" which is co
Suite 100, Mississauga, ON L4W 5N6. Whi
ble for the manner in which the informa

Note that PLC is not availabl
designations.

How Does It Work?

PLC is manufactured in Can
up to 15% limestone. The li
finely than the clinker; how
more finely ground than re



EcoCem™PLC is here!

EcoCem™PLC is Lehigh's Portland Limestone
Cement that meets CSA's Type GUL specification.
EcoCem™PLC is an environmentally responsible cement
that delivers excellent performance along with a lower
carbon footprint. This *made in BC* cement reduces
greenhouse emissions and supports our local
economy at the same time.

The EcoCem™PLC Advantage

Lehigh Cement's Commitment to Sustainability

Lehigh Cement is committed to delivering sustainable building
materials which positively contribute to the welfare of society
and to the environment — during and after our lifetime. Cement
and concrete products already contribute to sustainable buildings
and communities across British Columbia. Concrete structures
are safe, energy-efficient, durable and cost-effective.

As the next step in its commitment to sustainability, Lehigh
Cement has developed EcoCem™PLC, a new portland limestone
cement that provides excellent performance but has a lower
environmental impact than normal Type GU portland cement.

Lowering Emissions

Climate change and clean air are important to the people of
British Columbia and they are important to Lehigh Cement.
The process of converting raw minerals into cement produces
emissions, and reducing these emissions is central to Lehigh's
commitment to sustainability. Manufacturing EcoCem™PLC can
result in up to a 10% reduction in emissions when compared
to normal Type GU portland cement. With EcoCem™PLC, Lehigh
and its customers now have an effective

Green Bu

British Colum
cement in its
be on the lea
EcoCem™PLC,
production. In
cementing mat
of concrete wit
There are cure
of EcoCem™PLC
available in LEED
manufactured, Ec
associated with

Performance

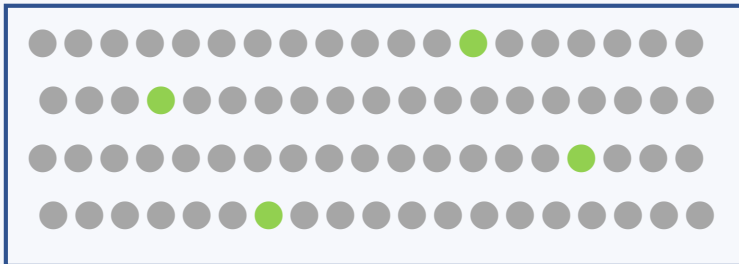
The performance
portland cement. C
higher earlier streng
(see graph). In testi



What is Contempra™ ?

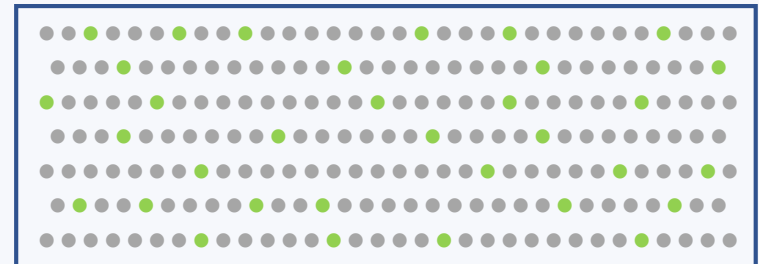
- Contempra is made by inter-grinding regular clinker with up to 15% limestone, while regular cement contains 5% limestone
- Contempra is a finer ground product than regular cement

Regular Portland Cement



● = *ground clinker, precursor to cement*
 ● = *limestone (5%)*

Contempra / Portland Limestone Cement



● = *finely ground clinker*
 ● = *finely ground limestone (15%)*

CSA 3000-08

Defines Portland-limestone cement as a product obtained by:

- Inter-grinding portland cement clinker and limestone, to which the various forms of calcium sulphate, water, and processing additions may be added at the option of the manufacturer.

Notes:

- (1) *Limestone is designated with the suffix L. Its proportion is indicated in Clause 4.3.1.*
- (2) *Portland-limestone cement may be produced by inter-grinding or blending, or a combination of both. The attainment of a homogeneous blend, in the dry state, of any two or more fine materials is important. Appropriate equipment and controls should be provided by the manufacturer.*

Contemptra™ / PLC

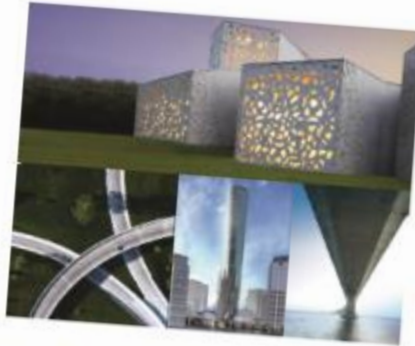
- Background on cement making
- **What is Contemptra & why use it?**
- Extensive performance testing
- Use of PLC in Europe
- BC marketplace and projects

Environmental Product Declaration (EPD)

Revised Version 1.1

GENERAL USE (GU) AND PORTLAND-LIMESTONE (GUL) CEMENTS

Cement Association of Canada



The Cement Association of Canada (CAC) is pleased to present this Canadian and CAC member industry average environmental product declaration (EPD) for General Use (GU) and Portland-Limestone (GUL) Cements. This EPD was developed in compliance with CAN/CSA-ISO 14025 and has been verified by François Charron Doucet, Groupe AGÉCO.

The EPD includes life cycle assessment (LCA) results for the product stage or cradle-to-gate manufacture of GU and GUL cements as produced in Canada by CAC members in 2014. It is intended for business-to-business communication.

For more information about Cement Association of Canada, please go to www.cement.ca.



Table 3: LCA Results – Type GU one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	940.5	17.9	9.0	913.6
Acidification potential, AP	kg SO ₂ eq.	3.7	0.14	0.1	3.5
Eutrophication potential, EP	kg N eq.	0.004	0.06	0.004	0.3
Smog creation potential, POCP	kg O ₃ eq.	62.9	2.6	2.2	58.1
Ozone depletion potential, ODP	kg CFC-11 eq.	9.8E-06	1.9E-06	1.8E-08	7.8E-06
Total primary energy consumption					
Non-renewable fossil, PENR-fossil	MJ (HHV)	5594	258	122.4	5213.8
Non-renewable nuclear, PENR-nuclear	MJ (HHV)	586	38	1.5	546.7
Renewable (solar, wind, hydroelectric, and geothermal), PER-HWSG	MJ (HHV)	249	33	0.2	216.5
Renewable (biomass), PER-biomass	MJ (HHV)	481	453	0.03	27.9
Material resources consumption					
Non-renewable material resources, NRMR	kg	1490	1489.0	0.0008	0.6
Renewable material resources, RMR	kg	25	24.2	0.0013	1.3
Net fresh water, NFW	l	1793	116	1	1676
Waste generated					
Hazardous waste generated, HW	kg	0.09	0.004	0	0.09
Non-hazardous waste generated, NHW	kg	0.97	0.01	0	0.96

Table 4: LCA Results – Type GUL one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	855.6	17.4	8.3	829.9
Acidification potential, AP	kg SO ₂ eq.	3.4	0.13	0.1	3.2
Eutrophication potential, EP	kg N eq.	0.38	0.05	0.004	0.3
Smog creation potential, POCP	kg O ₃ eq.	57.4	2.5	2.1	52.8
Ozone depletion potential, ODP	kg CFC-11 eq.	9.0E-06	1.9E-06	1.6E-08	7.2E-06
Total primary energy consumption					
Non-renewable fossil, PENR-fossil	MJ (HHV)	5111	251	112.7	4747.3
Non-renewable nuclear, PENR-nuclear	MJ (HHV)	555	37	1.5	516.1
Renewable (solar, wind, hydroelectric, and geothermal), PER-HWSG	MJ (HHV)	237	32	0.2	204.7
Renewable (biomass), PER-biomass	MJ (HHV)	480	453	0.03	26.4
Material resources consumption					
Non-renewable material resources, NRMR	kg	1444	1443.2	0.0008	0.4
Renewable material resources, RMR	kg	25.2	24.2	0.0013	1.0
Net fresh water, NFW	l	1672	112	1	1559
Waste generated					
Hazardous waste generated, HW	kg	0.09	0.003	0	0.09
Non-hazardous waste generated, NHW	kg	0.97	0.01	0	0.96

Table 3: LCA Results –Type GU one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	940.5	17.9	9.0	913.6
Acidification potential, AP	kg SO ₂ eq.	0.7	0.16	0.1	3.5
Eutrophication potential, EP	kg N eq.	0.38	0.05	0.004	0.3

Table 4: LCA Results – Type GUL one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	855.6	17.4	8.3	829.9
Acidification potential, AP	kg SO ₂ eq.	0.4	0.15	0.1	3.2
Eutrophication potential, EP	kg N eq.	0.38	0.05	0.004	0.3
Smog creation potential, POCP	kg O ₃ eq.	57.4	2.5	2.1	52.8
Ozone depletion potential, ODP	kg CFC-11 eq.	9.0E-06	1.9E-06	1.6E-08	7.2E-06

Environmental Product Declaration



CRMCA Member Industry-Wide EPD for Canadian
READY-MIXED CONCRETE



PHOTO: ED WHITE PHOTOGRAPHICS



Concrete EPDs

- Valid from January 6, 2017 to January 6, 2022
- Participation of all Provincial associations, including BCRMCA
- 125 concrete mix designs!
- Both GU and GUL

Table 8. Summary Results (A1-A3): 31-35 MPa ready mixed concrete product, per cubic meter

Indicator/LCI Metric	GWP	ODP	AP	EP	POCP	PEC	NRE	RE	NRM	RM	CBW	CWW	TW	CHW	CNHW
Unit (equivalent)	kg CO ₂	kg CFC-11	kg SO ₂	kg N	kg O ₃	MJ	MJ	MJ	kg	kg	m ³	m ³	m ³	kg	kg
Minimum	260.49	3.69E-06	1.23	0.13	22.07	2558.11	2338.42	202.24	2244.44	6.41	0.16	0.14	0.95	0.86	8.94
Maximum	449.79	6.40E-06	1.95	0.20	35.25	3745.89	3412.16	333.73	2576.75	10.84	0.16	0.14	1.30	0.90	9.12
#39-35 GU with air 0-14% FA/SC	449.79	5.37E-06	1.95	0.20	35.25	3745.89	3412.16	333.73	2509.04	10.84	0.16	0.14	1.30	0.87	9.12
#40-35 GU without air 0-14% FA/SC	386.61	4.76E-06	1.69	0.17	30.85	3279.16	2993.18	285.98	2576.75	9.18	0.16	0.14	1.20	0.87	9.05
#41-35 Industry Average Benchmark	417.05	5.42E-06	1.85	0.19	33.37	3537.46	3229.68	307.77	2438.20	9.95	0.16	0.14	1.24	0.88	9.08
#42-35 GU with air 15-29% FA	403.68	4.88E-06	1.76	0.18	32.11	3406.28	3108.47	297.81	2405.27	9.61	0.16	0.14	1.21	0.87	9.07
#43-35 GUL with air 15-29% FA	362.81	4.59E-06	1.57	0.17	27.56	3229.64	2936.63	293.00	2388.81	9.69	0.16	0.14	1.17	0.87	9.07
#44-35 GU without air 15-29% FA	347.87	4.35E-06	1.54	0.16	28.20	2993.85	2738.06	255.79	2490.00	8.15	0.16	0.14	1.12	0.86	9.01
#45-35 GUL without air 15-29% FA	313.52	4.10E-06	1.37	0.14	24.38	2845.30	2593.54	251.75	2475.70	8.22	0.16	0.14	1.08	0.86	9.01
#46-35 GU with air 30-40% FA	353.84	4.36E-06	1.56	0.16	28.71	3039.14	2780.16	258.98	2293.08	8.29	0.16	0.14	1.12	0.86	9.02
#47-35 GUL with air 30-40% FA	318.82	4.10E-06	1.40	0.15	24.81	2887.92	2633.06	254.86	2279.66	8.35	0.16	0.14	1.08	0.86	9.02
#48-35 GU without air 30-40% FA	305.99	3.90E-06	1.37	0.14	25.35	2685.42	2462.25	223.16	2396.23	7.04	0.16	0.14	1.04	0.86	8.97
#49-35 GUL without air 30-40% FA	276.55	3.69E-06	1.23	0.13	22.07	2558.11	2338.42	219.70	2383.97	7.09	0.16	0.14	1.01	0.86	8.97
#50-35 GU with air 25-34% SC	364.06	6.11E-06	1.76	0.18	30.87	3249.29	2984.22	265.08	2327.80	8.48	0.16	0.14	1.12	0.90	9.02
#51-35 GUL with air 25-34% SC	329.36	5.86E-06	1.59	0.17	27.01	3099.43	2838.43	261.00	2314.53	8.54	0.16	0.14	1.08	0.90	9.02
#52-35 GU without air 25-34% SC	314.59	5.38E-06	1.53	0.16	27.16	2862.04	2633.75	228.29	2425.43	7.20	0.16	0.14	1.04	0.89	8.97
#53-35 GUL without air 25-34% SC	285.41	5.16E-06	1.39	0.15	23.92	2735.87	2511.02	224.86	2413.28	7.25	0.16	0.14	1.01	0.89	8.97
#54-35 GU with air 35-50% SC	329.77	6.40E-06	1.68	0.18	29.11	3050.66	2813.04	237.62	2255.30	7.54	0.16	0.14	1.04	0.90	8.98
#55-35 GUL with air 35-50% SC	299.71	6.18E-06	1.54	0.17	25.77	2920.92	2686.83	234.09	2244.44	7.59	0.16	0.14	1.01	0.90	8.98
#56-35 GU without air 35-50% SC	285.78	5.62E-06	1.47	0.15	25.69	2695.19	2489.98	205.21	2364.90	6.41	0.16	0.14	0.98	0.89	8.94
#57-35 GUL without air 35-50% SC	260.49	5.44E-06	1.35	0.15	22.88	2585.84	2383.61	202.24	2354.37	6.45	0.16	0.14	0.95	0.89	8.94

Table 8. Summary Results (A1-A3): 31-35 MPa re

Table 8. Summary Results (A1-A3): 31-35 MPa re	
Indicator/LCI Metric	Unit (equivalent)
Minimum	
Maximum	
#39-35 GU with air 0-14% FA/SC	
#40-35 GU without air 0-14% FA/SC	
#41-35 Industry Average Benchmark	
#42-35 GU with air 15-29% FA	
#43-35 GUL with air 15-29% FA	
#44-35 GU without air 15-29% FA	
#45-35 GUL without air 15-29% FA	
#46-35 GU with air 30-40% FA	
#47-35 GUL with air 30-40% FA	
#48-35 GU without air 30-40% FA	
#49-35 GUL without air 30-40% FA	
#50-35 GU with air 25-34% SC	
#51-35 GUL with air 25-34% SC	
#52-35 GU without air 25-34% SC	
#53-35 GUL without air 25-34% SC	
#54-35 GU with air 35-50% SC	
#55-35 GUL with air 35-50% SC	
#56-35 GU without air 35-50% SC	
#57-35 GUL without air 35-50% SC	

Indicator/LCI Metric	GWP	ODP
Unit (equivalent)	kg CO ₂	kg CFC-11
Minimum	260.49	3.69E-06
Maximum	449.79	6.40E-06
#39-35 GU with air 0-14% FA/SC	449.79	5.37E-06
#40-35 GU without air 0-14% FA/SC	386.61	4.76E-06
#41-35 Industry Average Benchmark	417.05	5.42E-06
#42-35 GU with air 15-29% FA	403.68	4.88E-06
#43-35 GUL with air 15-29% FA	362.81	4.59E-06
#44-35 GU without air 15-29% FA	347.87	4.35E-06
#45-35 GUL without air 15-29% FA	313.52	4.10E-06
#46-35 GU with air 30-40% FA	353.84	4.36E-06
#47-35 GUL with air 30-40% FA	318.82	4.10E-06
#48-35 GU without air 30-40% FA	305.99	3.90E-06
#49-35 GUL without air 30-40% FA	276.55	3.69E-06

Calculation of CO₂ Reduction

- For example:
 - GU = 403.68 kg CO₂ / cubic meter of concrete
 - GUL = 362.81 kg CO₂ / cubic meter of concrete
 - Reduction of 403.68 – 362.81 = **40.87 kg CO₂ per cubic meter**
- Using **30,000 m³ of GUL / PLC / Contempra / EcoCem concrete:**
 - 30,000 m³ x 40.87 kg CO₂/m³ = 1,226,100 kg = **1,226 tonnes CO₂**
 - Equivalent to **taking 260 cars* off the road for a year!**

**US EPA: one car generates 4.7 metric tonnes of CO₂ per year*

Why should we use Contempra™ / PLC?

- Can reduce GHG emissions by 1 million tonnes of CO₂ (eq) per year across Canada
- Equivalent to taking 210,000 cars off the road or the planting of 25 million trees a year
- Contempra reflects the industry's continued commitment to sustainable development and a better environment

Contempra™ / PLC

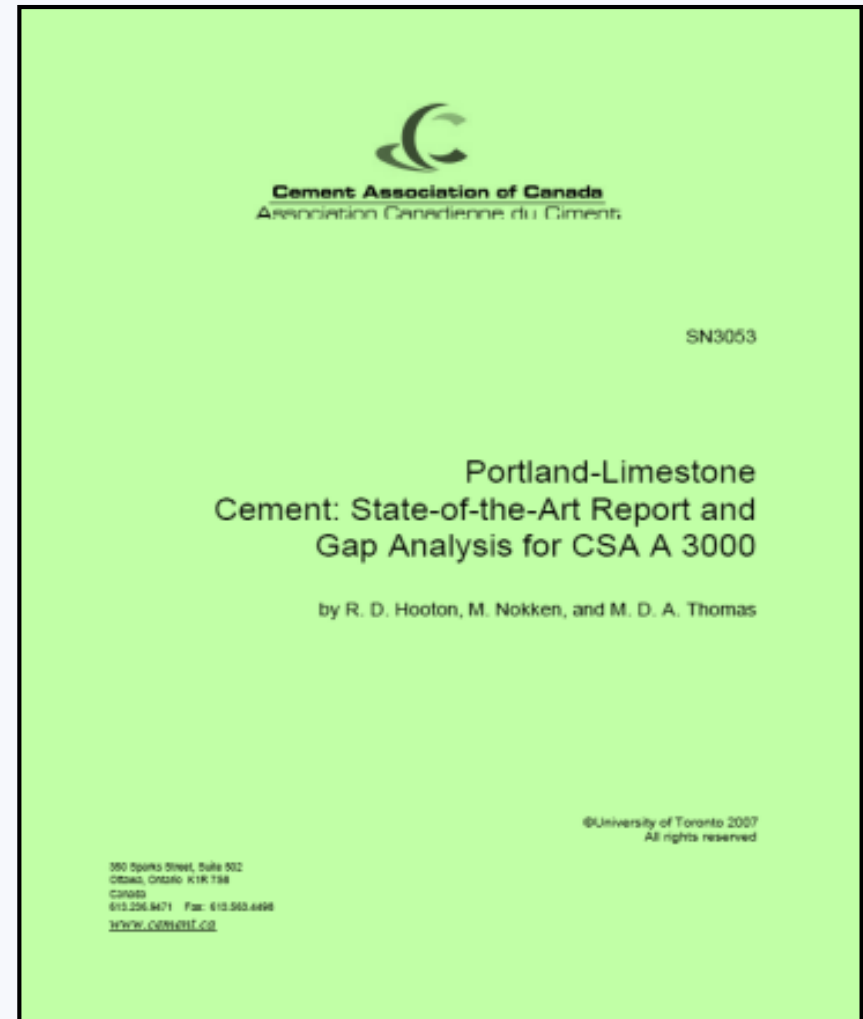
- Background on cement making
- What is Contempra & why use it?
- **Extensive research and testing**
- Use of PLC in Europe
- BC marketplace and projects

Extensive Research and Testing

1: Literature Review

2: Prototypes and Trials

3: Extensive Testing



1. Literature Review, May 2007

- Results reported in the literature appeared to be affected by the quality and particle size distribution of the limestone
- Variances also resulted depending on whether the limestone was inter-ground, blended, or added at the mixer
- Proper interpretation of the data was carried out to fully investigate these effects

2. Prototypes and Trials

- Various Canadian cement companies produced prototypes of Contempra cement at their plants
- Chemical and physical analyses were performed with those products
- Concrete performance and durability tests were carried out at universities and CAC member companies

3. Extensive Testing

- Tests carried out with Canadian materials confirmed findings of the literature review and European experience
- After optimization, the prototype concrete demonstrated equivalent strength to that achieved with regular cement
- Field trials in the climates of Ontario, Quebec and Nova Scotia over two winters established that Contempra produces concrete with a durability equivalent to that from regular cement

Adopted in Canadian Building Codes

- Included in CSA A3001 and A23.1 standards under the name Portland-limestone cement, and referenced in the 2010 National Building Code of Canada
- Approved for use in British Columbia, Manitoba, Ontario, Quebec and Nova Scotia
- Not yet used in high sulphate exposure environments, but additional testing has been carried out and changes to CSA requirements are pending

Contemptra™ / PLC

- Background on cement making
- What is Contemptra & why use it?
- Extensive research and testing
- **Use of PLC in Europe**
- BC marketplace and projects

Track Record in Europe

- Used in Europe for over 25 years in a variety of applications and exposure conditions
- Known as Portland-Limestone Cement
- 20% limestone used in popular European cement products
- Up to **35% limestone** content is allowed

Contempra™ / PLC

- Background on cement making
- What is Contempra & why use it?
- Extensive research and testing
- Use in Europe
- **BC marketplace and projects**

Telus Garden Development

- ❖ West Georgia and Seymour, Vancouver
- ❖ \$750 million project
- ❖ 1 million square feet
- ❖ LEED Platinum
- ❖ **60,000 m³ of concrete**, of which about 55% was PLC
- ❖ **avoided ~ 1,300 tonnes of CO_{2eq}**
(taking 287cars* off the road for a year)

Image: Nicolas Blachette

Solo District Willingdon and Lougheed, Burnaby

- ❖ Mixed commercial, office, residential
- ❖ 2 towers, with the taller being 48-storeys high
- ❖ **90,000 m³** of concrete of which 75% was PLC
- ❖ 33,000 tonnes of cement
- ❖ **avoided ~ 2,750 tonnes of CO_{2eq}**
(taking 590 cars* off the road for a year)

Vancouver House Pacific and Howe

- ❖ 52 storey, 600,000 square foot tower
- ❖ Vertical and horizontal post-tensioned concrete
- ❖ Features twisting and overhanging floors
- ❖ **20,000 m³** concrete so far, 80% of which is PLC including high early strength, low shrinkage for post-tensioned slabs
- ❖ **avoided ~ 654 tonnes of CO_{2eq} so far**
(taking 139 cars* off the road for a year)

Wall Centre False Creek (originally Vancouver Playhouse)

- ❖ first Lafarge project completed with Contempra
- ❖ three 13 - 15 storey residential towers
- ❖ **30,000 m³** of 100% Contempra concrete
- ❖ **avoided ~ 1,226 tonnes of CO_{2eq}**
(taking 260 cars* off the road for a year)

The Mark 1372 Seymour

- ❖ Located at north end of Granville Street Bridge
- ❖ 41 storey tower with 302 suites
- ❖ LEED Gold
- ❖ **35,000 m³ of 100% Contempra concrete**
- ❖ **avoided ~ 1,430 tonnes of CO_{2eq}**
(taking 304 cars* off the road for a year)

Trump International Hotel & Tower 1151 West Georgia, Vancouver

- ❖ Owned by Holborn Group
- ❖ Conceptual design by Arthur Erickson; similar to the “Turning Torso” in Malmö, Sweden
- ❖ 63-storey, 187.8 metre / 616 foot tower
(2nd to Shangri-La at 201.2 m / 660 feet)
- ❖ LEED Silver
- ❖ **35,000 m³ of 100% Contempra based concrete**
- ❖ **avoided ~ 1,430 tonnes of CO_{2eq}**
(taking 204 cars* off the road for a year)

Teck Acute Care Centre BC Children's Hospital, Vancouver

- ❖ 640,000 square feet over 8 floors
- ❖ 231 private patient rooms
- ❖ LEED Gold
- ❖ 35,000 m³ of concrete of which 73% was PLC
- ❖ 9,600 tonnes of cement
- ❖ avoided ~ 1,040 tonnes of CO_{2eq}
(taking 222 cars* off the road for a year)

Image: HDR / CEI

PLC in Public Sector Infrastructure

Promoting use of Low Carbon and Renewable Materials in Infrastructure

“Approving use of Portland-limestone cement in public sector infrastructure. This material reduces GHG emissions associated with existing cement manufacturing by approximately 10 per cent, while producing concrete with similar strength and durability. This cement has been popular in Europe for over 25 years now, but is new to Canada.”

*BC Climate Leadership Plan
August 19, 2016*

In conclusion, Contemptra / PLC:

- Has an extensive proven track record
- Can reduce GHG emissions by up to 10% when compared to regular cement
- Produces concrete with a equivalent strength and durability to that made with regular cement
- Included in the CSA cement and concrete standards
- Available from local cement / concrete producers in BC
- BC Public Sector should adopt PLC as the preferred option for concrete infrastructure

Thank you!



**Cement
Association
of Canada**

Ken Carrusca, P.Eng.
Vice President, Environment & Marketing
Cement Association of Canada

KCarrusca@Cement.ca
(604) 839-6627
@KenCarrusca

Environmental Product Declaration (EPD)

Revised Version 1.1

GENERAL USE (GU) AND PORTLAND-LIMESTONE (GUL) CEMENTS

Cement Association of Canada




The Cement Association of Canada (CAC) is pleased to present this Canadian and CAC member industry average environmental product declaration (EPD) for General Use (GU) and Portland-Limestone (GUL) Cements. This EPD was developed in compliance with CAN/CSA-ISO 14025 and has been verified by François Charron Doucet, Groupe AGÉCO.

The EPD includes life cycle assessment (LCA) results for the product stage or cradle-to-gate manufacture of GU and GUL cements as produced in Canada by CAC members in 2014. It is intended for business-to-business communication.


For more information about Cement Association of Canada, please go to www.cement.ca.



This environmental product declaration (EPD) is in accordance with CAN/CSA-ISO 14025 and the PCR noted below. EPDs from different programs may not be comparable.

PRODUCT	General Use (GU) and Portland-Limestone (GUL) Cements
DATE OF ISSUE	March 31, 2016 (v1.1)
PERIOD OF VALIDITY	March 21, 2016 – March 20, 2021
EPD REGISTRATION NUMBER	5357-9431
EPD RECIPIENT ORGANIZATION	 Cement Association of Canada Association Canadienne du Ciment Cement Association of Canada 502-350 Sparks Street Ottawa, ON, K1R 7S8 Phone: (613) 236-9471 www.cement.ca This declaration is valid for all CAC member companies manufacturing GU and GUL cements as listed below:

<p>EPD RECIPIENT ORGANIZATION</p>	<p>Ciment Québec Inc. 145, boulevard du Centenaire, St-Basile (Portneuf) Quebec GOA 3G0 Member Link (URL): http://cimentquebec.com/</p> <p>CRH Canada Group Inc. 2300 Steeles Avenue West, 4th Floor, Concord, ON L4K 5X6 Member Link (URL): http://www.crhcanada.com/</p> <p>ESSROC Italcementi Group 3251 Bath Pike Road, Nazareth, PA 18064-8928 Member Link (URL): http://www.essroc.com/</p> <p>Lafarge Canada Inc. (EAST) 6509 Airport Road, Mississauga, ON L4V 1S7</p> <p>Lafarge Canada Inc. (WEST) Suite 300, 115 Quarry Park Road SE, Calgary, AB T2C 5G9 Member Link (URL): http://www.lafarge-na.com/wps/portal/na</p> <p>Lehigh Hanson Materials Ltd. 12640 Inland Way, Edmonton, Alberta T5V 1K2 Member Link (URL): http://lehighhansoncanada.com/</p> <p>St Marys Cement Group 55 Industrial Street, Toronto ON M4G 3W9 Member Link (URL): http://www.stmaryscement.com/</p> <p>The complete list of CAC Members is available at http://www.cement.ca/en/CAC-Members.html</p>
-----------------------------------	--

REFERENCE PCR	Product Category Rules For Preparing an Environmental Product Declaration For Portland, Blended Hydraulic, Masonry, Mortar, and Plastic (Stucco) Cements ASTM International September, 2014 to August, 2019 UN CPC 3744 - Cement
The PCR review was conducted by:	Nicolas Santero, Chairperson, thinkstep Hamid Farzam, CEMEX Anthony Fiorato, Consultant
EPD PROGRAM OPERATOR	CSA Group 178 Rexdale Blvd Toronto, ON Canada M9W 1R3 www.csagroup.org
This EPD and related data were independently verified by an external verifier, François Charron Doucet, Groupe AGÉCO, according to CAN/CSA-ISO 14025:2006	 <hr/> François Charron Doucet, Groupe AGÉCO

DESCRIPTION OF CEMENT ASSOCIATION OF CANADA

The Cement Association of Canada (CAC) is the voice of Canada's cement manufacturers. The industry provides a reliable, domestic supply of cement required to build Canada's communities and critical infrastructure. The CAC and its members are committed to the environmentally responsible manufacturing of cement and concrete products. CAC's members are: Ciment Québec Inc., Colacem Canada Inc., CRH Canada Group, ESSROC Italcementi Group, Federal White Cement Ltd., Lafarge Canada Inc., Lehigh Hanson Materials Ltd., and St Marys Cement Group.

DESCRIPTION OF PRODUCT

Cement is primarily used as one ingredient in the production of concrete. Concrete is used in a myriad of building and civil engineering works. Table 1 below describes the two cement products covered under this EPD.

Table 1: EPD Cement Products

Product Name	Applicable Standards	Type
Portland Cement	CSA A3001 & ASTM C150, ASTM C1157, AASHTO M85	Type GU / Type I ^{a)}
Portland-Limestone Cement	CSA A3001 & ASTM C595, ASTM C1157, AASHTO M240	Type GUL / Type IL ^{b)}

Note ^{a,b)}: U.S. cement type designations

Definitions

Hydraulic cement — a type of cement that sets and hardens through a chemical reaction with water and is capable of setting and hardening under water (CSA A23.1).

Note: Blended hydraulic cement, portland cement, portland-limestone cement, mortar cement, and masonry cement are examples of hydraulic cement.

Cement, portland: a product obtained by pulverizing clinker consisting essentially of hydraulic calcium silicates, to which the various forms of calcium sulphate, up to 5% limestone, water, and processing additions may be added at the option of the manufacturer (CSA A3001).

Cement, portland-limestone: a product obtained by intergrinding portland cement clinker and limestone, to which the various forms of calcium sulphate, water, and processing additions may be added at the option of the manufacturer (CSA A3001).

In Canada, CSA recognizes six types of portland cement under Standard A3001, as follows,

Type GU: General use cement

Type MS: Moderate sulphate resistant cement

Type MH: Moderate heat of hydration cement

Type HE: High early strength cement

Type LH: Low heat of hydration cement, and

Type HS: High sulphate resistant cement.

CSA 3001 defines Type GU, as a general-purpose portland cement suitable wherever the special properties of other types are not required.

In Canada, CSA recognizes four types of portland-limestone cement under Standards A3001 and A23.1, as follows,

Type GUL: General use cement

Type MHL: Moderate heat of hydration cement

Type HEL: High early strength cement, and

Type LHL: Low heat of hydration cement.

U.S. cement type designation for GU and GUL are Types I and IL, respectively. ASTM C150 defines Type I, as portland cement for use when the special properties specified for any other type is not required. ASTM C595 defines Type IL, as portland-limestone cement with up to 15% limestone permitted.

Product Standards

Applicable product standards for portland cement (Type GU) and portland-limestone cement (Type GUL), UN CPC 3744, include:

- Portland cement:
 - CSA A3001 – Cementitious Materials for Use in Concrete
 - ASTM C150 – Standard Specification for Portland Cement
 - ASTM C1157 – Standard Performance Specification for Hydraulic Cement
 - AASHTO M85 – Standard Specification for Portland Cement (Chemical and Physical)
- Portland-limestone cement:
 - CSA A3001 – Cementitious Materials for Use in Concrete
 - CSA A23.1 – Concrete Materials and Methods of Concrete Construction
 - ASTM C595 – Standard Specification for Blended Hydraulic Cements
 - ASTM C1157 – Standard Performance Specification for Hydraulic Cement
 - AASHTO M240 – Standard Specification for Blended Hydraulic Cement

Material Content

Table 2 below presents the material content of GU and GUL.

Table 2: Average Material Content for 1 metric ton (1,000 kg) of Types GU and GUL, in absolute and percentage basis

Material Inputs	Type GU (kg)	%	Type GUL (kg)	%
Clinker	920.4	92%	834.5	83%
Limestone	31.4	3%	120.5	12%
Gypsum (including anhydrites)	48.2	5%	45.0	5%
Total	1,000	100%	1,000	100%

SCOPE OF EPD

The focus of this EPD is the “Product stage” (modules A1 to A3) or cradle-to-gate manufacture of general use portland cement (GU) and portland-limestone cement (GUL). The declared unit for this EPD is the production of one metric tonne (1 t) of GU or GUL cement packaged ready for delivery. This is an industry average EPD whereby it represents an average or benchmark result for CAC’s members producing the two products of interest across Canada. This declaration represents two specific cement products as an average from plants or several manufacturers. Figure 1 depicts the system boundary for the EPD as per the PCR and covers the three production information modules (A1- Raw Material Supply, A2- Transport (to the manufacturer) and A3- Manufacturing) comprising the product stage of the life cycle.

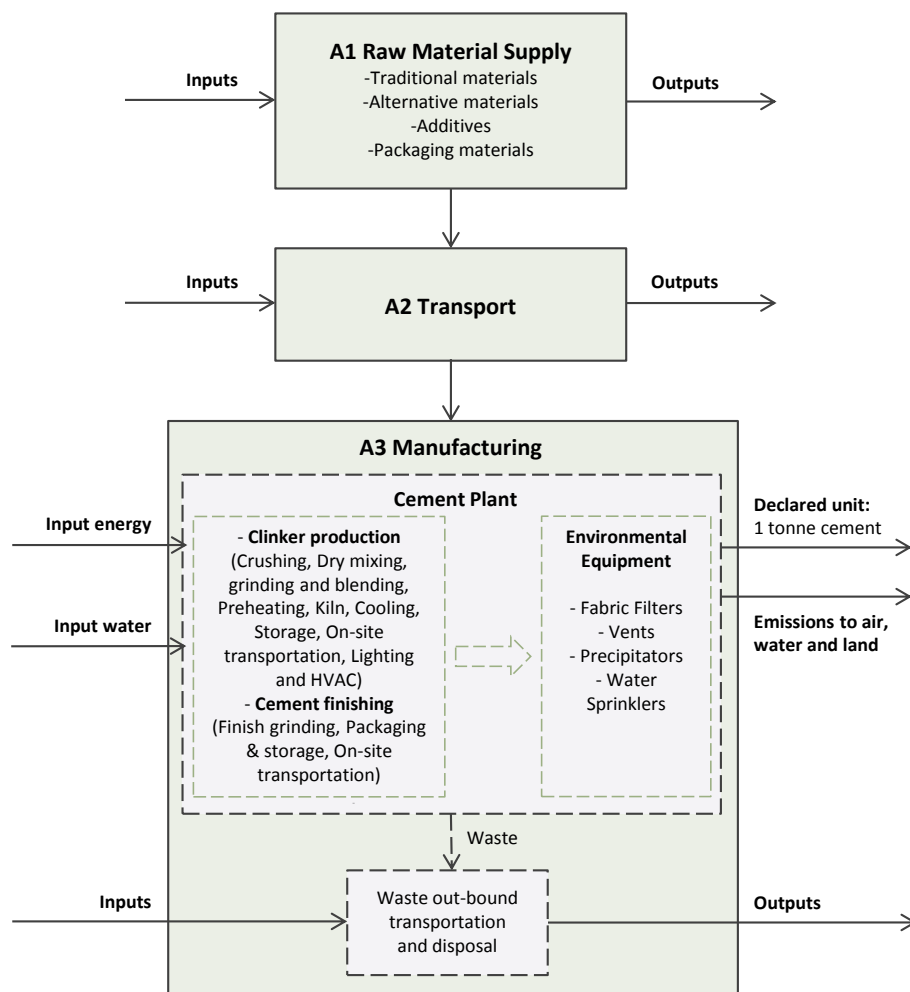


Figure 1: Cement Product Stage (modules A1 to A3)

The Product Stage includes the following processes:

- Extraction and processing of raw materials, including fuels used in extraction and transport within the process;
- Transportation of raw materials from extraction site or source to manufacturing site (including any recovered materials from source to be recycled in the process), including empty backhauls and transportation to interim distribution centers or terminals;
- Manufacturing including all energy and materials required, and all emissions and wastes produced;
- Packaging, including transportation and waste disposal, to make product ready for shipment;
- Transportation from manufacturing site to recycling/reuse/landfill for pre-consumer wastes and unutilized by-products from manufacturing, including empty backhauls; and
- Recycling/recovery/reuse/energy recovery of pre-consumer wastes and by-products from production.

Temporal, geographical and technological boundaries

The GU and GUL cement production impacts estimated by the LCA represent cements produced in Canada in 2014. Primary collected data reflect technology, processes and market conditions for this year. Overall, the primary data is representative according to the following temporal, geographical and technological criteria:

- Temporal: Limestone quarrying, clinker and cement manufacturing process inputs and outputs were obtained for the latest available calendar year (2014);
- Geographical: geographically the data represents CAC member facilities operating in Canada (76%-Ontario and west; 26%-Quebec and east), and
- Technological: Data represents a mix of the prevalent contemporary technologies (75%- dry with preheater and precalciner & dry with preheater; 25%- long dry kilns) in use in Canada by CAC's grey portland cement producing members. In Canada, no CAC member operates a wet kiln producing cement.

Additional details describing the primary and secondary data are provided in the LCA background report – “An Industry Average Cradle-to-Gate Life Cycle Assessment of Portland Cement (Type GU) and Portland-Limestone Cement (Type GUL) Manufactured in Canada, December, 2015” prepared by the Athena Sustainable Materials Institute for the Cement Association of Canada.

Industry Representation

The life cycle assessment (LCA) results presented in this EPD were calculated using an industry-average life cycle inventory (LCI) of Canadian CAC member GU and GUL cement production. The LCI was assembled with data collected from a representative sample of CAC members through a survey process carried out in 2015 for 2014 annual operations. The survey sample represents 64% of all cement facilities and about 62% of total cement production operating in Canada.

Cement plants in Canada are also typically located in close proximity to a limestone quarry (limestone being the key raw material in the production of clinker) and many of CAC's members are vertically integrated and operate their own limestone quarries. LCI data were also collected for quarry operations in 2014 to represent this key raw material input. Lastly, cement plants in Canada are required to report various emissions to Environment Canada's National Pollutant Release Inventory; these data too were collected from the sample plants for the calendar year 2014 and were used to complete the LCA for the two products of interest.

The following primary data was obtained for the 2014 calendar year:

- Limestone quarrying operations (LCI inputs and outputs);
- Clinker and finished cement raw material inputs;
- Cement production amounts by type;
- Inbound transportation distances and modes for raw materials, fuels, and ancillary materials;
- Ancillary material use and water use;
- Electricity and fuel consumption;
- Combustion and process air emissions (including calcination carbon dioxide emissions);
- Waste outputs and outbound transportation distances and modes.

Exclusions, Cut-off criteria and Allocation approach

As per the ASTM PCR for cement, the Product Stage excludes the following processes:

- Production, manufacture, and construction of manufacturing capital goods and infrastructure;
- Production and manufacture of production equipment, delivery vehicles, and laboratory equipment;
- Personnel-related activities (travel, furniture, and office supplies); and
- Energy and water use related to company management and sales activities that may be located either within the factory site or at another location.

The cut-off requirements as per the ASTM PCR for cement, Section 7.2, were applied. All input/output flow data reported by the facilities were included in the LCI modeling. Mass and energy balances were conducted at the facility level to ensure that collected data were complete. The LCA followed the ISO 14044, Clause 4.4.3.3.3 [4] and did not apply any cut-off criteria such as mass, energy and environmental significance.

Allocation rules as per the ISO 14044, clause 4.3 and ASTM PCR for cement, Section 7.5, were applied and documented in the underlying 2015 CAC LCA report.

Whenever applicable, “mass” was deemed as the most appropriate physical parameter for allocation. Recovered materials (e.g. fly ash, iron slag) are considered raw materials. Only the materials, water, energy, emissions, and other elemental flows associated with reprocessing, handling, sorting, and transportation from the point of the generating industrial process to their use in the production process are considered; any allocations before reprocessing is allocated to the original product.

ENVIRONMENTAL IMPACTS

Tables 3 and 4 summarize the TRACI Life Cycle Impact Assessment (LCIA) category indicators, resource use and waste generated parameters supported in this LCA study. This section follows the ASTM PCR for cement, Section 8.0, which sets out the environmental indicators, characterization methods, resource use and waste generated parameters to be supported by the LCA.

The LCA results based on the cradle-to-gate life cycle inventory inputs and outputs analysis are summarized below. The results are calculated on the basis of one metric ton of each cement type of interest. For transparency, the LCA results of GU (Table 3) and GUL (Table 4) cement production are broken down by information module A1– Raw material supply, A2– Transport, and A3– Cement manufacturing.

Table 3: LCA Results –Type GU one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	940.5	17.9	9.0	913.6
Acidification potential, AP	kg SO ₂ eq.	3.7	0.16	0.1	3.5
Eutrophication potential, EP	kg N eq.	0.4	0.06	0.004	0.3
Smog creation potential, POCP	kg O ₃ eq.	62.9	2.6	2.2	58.1
Ozone depletion potential, ODP	kg CFC-11 eq.	9.8E-06	1.9E-06	1.8E-08	7.8E-06
Total primary energy consumption					
Non-renewable fossil, PENR-fossil	MJ (HHV)	5594	258	122.4	5213.8
Non-renewable nuclear, PENR-nuclear	MJ (HHV)	586	38	1.5	546.7
Renewable (solar, wind, hydroelectric, and geothermal), PER-HWSG	MJ (HHV)	249	33	0.2	216.5
Renewable (biomass), PER-biomass	MJ (HHV)	481	453	0.03	27.9
Material resources consumption					
Non-renewable material resources, NRM	kg	1490	1489.0	0.0008	0.6
Renewable material resources, RMR	kg	25	24.2	0.0013	1.3
Net fresh water, NFW	l	1793	116	1	1676
Waste generated					
Hazardous waste generated, HW	kg	0.09	0.004	0	0.09
Non-hazardous waste generated, NHW	kg	0.97	0.01	0	0.96

Table 4: LCA Results – Type GUL one metric ton – absolute basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
TRACI v.2.1 Category Indicators					
Global warming potential, GWP	kg CO ₂ eq.	855.6	17.4	8.3	829.9
Acidification potential, AP	kg SO ₂ eq.	3.4	0.15	0.1	3.2
Eutrophication potential, EP	kg N eq.	0.38	0.05	0.004	0.3
Smog creation potential, POCP	kg O ₃ eq.	57.4	2.5	2.1	52.8
Ozone depletion potential, ODP	kg CFC-11 eq.	9.0E-06	1.9E-06	1.6E-08	7.2E-06
Total primary energy consumption					
Non-renewable fossil, PENR-fossil	MJ (HHV)	5111	251	112.7	4747.3
Non-renewable nuclear, PENR-nuclear	MJ (HHV)	555	37	1.5	516.1
Renewable (solar, wind, hydroelectric, and geothermal), PER-HWSG	MJ (HHV)	237	32	0.2	204.7
Renewable (biomass), PER-biomass	MJ (HHV)	480	453	0.03	26.4
Material resources consumption					
Non-renewable material resources, NRM	kg	1444	1443.2	0.0008	0.4
Renewable material resources, RMR	kg	25.2	24.2	0.0013	1.0
Net fresh water, NFW	l	1672	112	1	1559
Waste generated					
Hazardous waste generated, HW	kg	0.09	0.003	0	0.09
Non-hazardous waste generated, NHW	kg	0.97	0.01	0	0.96

Interpretation

Figures 2 and 3 provide LCA results analysis on a percent contribution basis. The cement production stage results are delineated by information module: A1 – Raw material supply, A2 – Transport, and A3 – Manufacturing. Across the three production modules, A3 Manufacturing contributes the largest share of the LCA results – excluding Renewable energy, biomass, Non-renewable and renewable material resources, module A3 accounts for between 79% and 99% across all indicators.

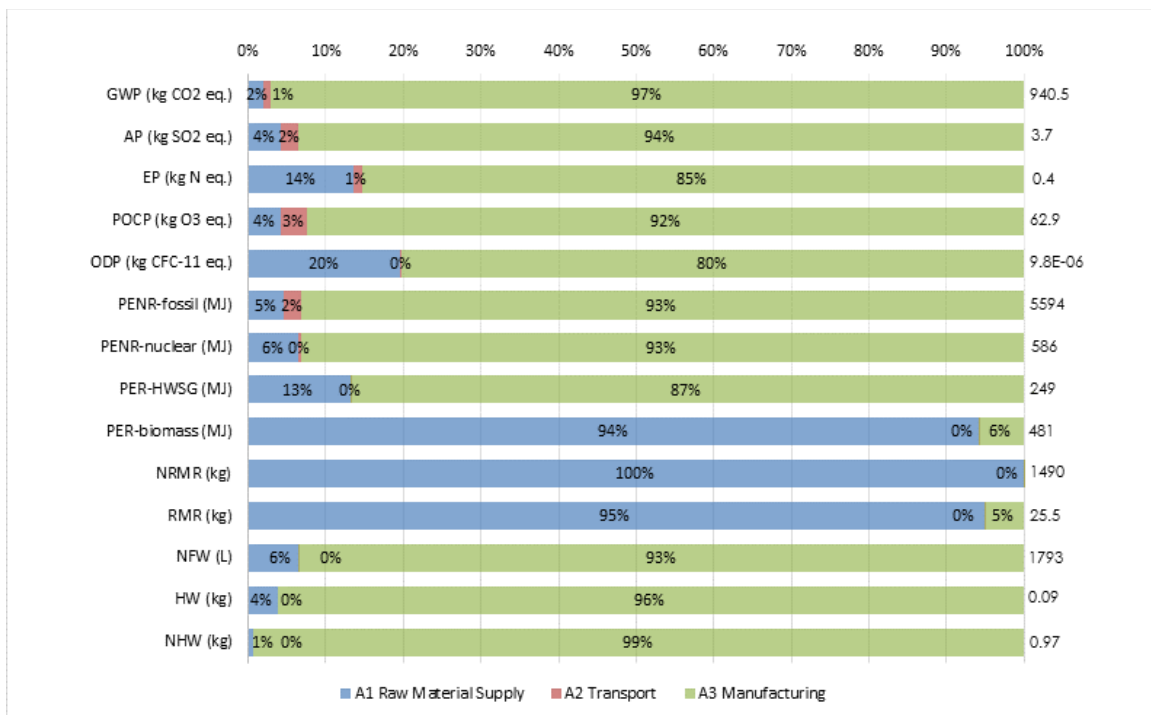


Figure 2: LCA Results – Type GU one metric ton – percentage basis

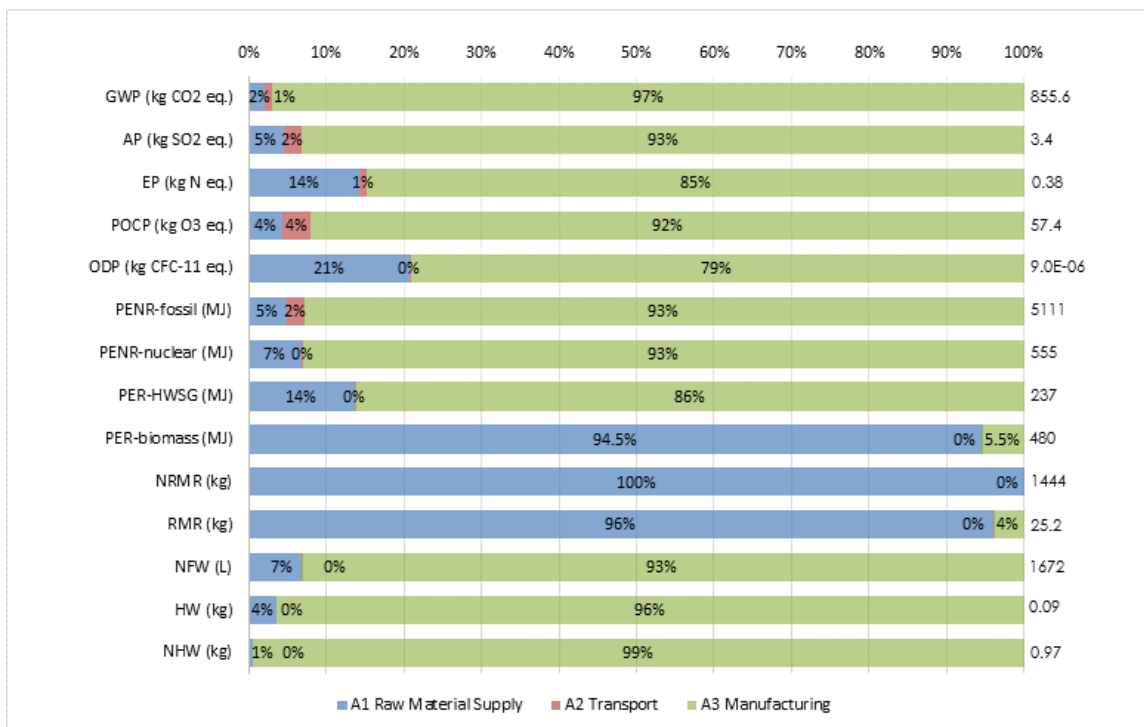


Figure 3: LCA Results – Type GUL one metric ton – percentage basis

Additional Environmental Information

- Environmental Management Systems (EMS)
77% of the surveyed CAC member manufacturing facilities are either ISO 14001 certified (55%) or adhere to the internally developed EMS (22%). The rest of 23% do not adhere to any EMS yet.
- Environmental Protection Manufacture and Equipment
The CAC member manufacturing facilities comply with the Canadian environmental protection requirements, monitor and report the emissions to air during the manufacturing process as per the following:

- The Canadian National Pollutant Release Inventory (NPRI) reporting
(<http://www.ec.gc.ca/inrp-npri/default.asp?lang=En&n=4A577BB9-1>)

The following process-specific emissions to air are measured at the stack after environmental control devices are utilized: particulate matter (PM)>10 microns, 2.5 microns <PM<10 microns, and PM<2.5 microns.

Environmental equipment typically used in the cement manufacturing facilities are as follows: fabric filter – high temperature (baghouse), fabric filter- low temperature (baghouse), bin vent filter, drum filter, dry filter, cartridge filter, precipitator, and water sprinkler for dust control.

➤ Additional Environmental Indicator

A wide range of waste flows are recovered by the cement industry and diverted from the landfill such as fly ash, aluminum oxide (waste), incinerator ash, bottom ash, Cement Kiln Dust (CKD), mill scale, iron slag, industrial sludge, spent catalyst, waste clinker, plastics, used tires, used solvents & oil and asphalt shingles which are used as input materials or alternative fuels in the clinker production system. Table 5 provides the “recovered material” and “alternative fuels” results by information module for both Type GU and GUL, on absolute and percentage basis.

Table 5: Additional Cradle-to-gate Environmental Indicator Results - per metric ton of Type GU and GUL cements – absolute and percentage basis

Category Indicator	Unit	Total	A1 Raw Material Supply	A2 Transport	A3 Manufacturing
Type GU					
Recovered material	kg	58.3	70.9	0	-12.6
	%	100	122	0	-22
Alternative fuels	kg	14.1	0	0	14.1
	%	100	0	0	100
Type GUL					
Recovered material	kg	52.8	64.2	0	-11.4
	%	100	122	0	-22
Alternative fuels	kg	12.8	0	0	12.8
	%	100	0	0	100

Disclaimer

This EPD represents average industry performance for CAC members producing GU and GUL cements in Canada. It is solely intended for use in Business-to-Business communication and no claim of environmental superiority is inferred or implied.

This EPD and the LCA background report conform to the ASTM Product Category Rule for Preparing an Environmental Product Declaration for Portland, Blended Hydraulic, Masonry, Mortar, and Plastic (Stucco) Cements. EPDs of GU and GUL cements that follow a different PCR may not be comparable.

This EPD is a declaration of potential environmental impact. That is, the LCIA results are relative expressions and do not predict impacts on category endpoints, the exceeding of thresholds, safety margins or risks. The indicators as reported herein comply with the PCR and do not support a complete list of possible environmental burdens. In addition to the impact indicator results, this EPD provides a number of resource consumption and waste generation metrics and while these data may be informative, they do not themselves provide a measure of impact on the environment.

REFERENCES

ASTM International, Product Category Rules For Preparing an Environmental Product Declaration For Portland, Blended Hydraulic, Masonry, Mortar, and Plastic (Stucco) Cements, September 2014.

ISO 21930: 2007 Building construction – Sustainability in building construction – Environmental declaration of building products.

ISO 14025: 2006 Environmental labeling and declarations - Type III environmental declarations - Principles and procedures.

ISO 14044: 2006 Environmental management - Life cycle assessment - Requirements and guidelines.

ISO 14040: 2006 Environmental management - Life cycle assessment - Principles and framework.

ISO 14021:1999 Environmental labels and declarations -- Self-declared environmental claims (Type II environmental labeling).

CSA Group Environmental Product Declaration (EPD) Program: *Program Requirements*, November 2013.

ISO 14046: 2014 Environmental management - Water footprint - Principles, requirements and guidelines.

Athena Sustainable Materials Institute 2015, An Industry Average Cradle-to-Gate Life Cycle Assessment of Portland Cement (Type GU) and Portland-Limestone Cement (Type GUL) Manufactured in Canada, January 2016.

Memorandum

Date: September 30, 2019
 Submitted by: Mayor Rob Vagramov
 Subject: 2019 Eligible School Sites Proposal

On September 30, 2019, I met with Barb Hobson, Board Chair of School District #43 to discuss the School Site Acquisition Charge and gain more clarity on the situation. From this meeting, I was provided clarification of the School District's intentions. The way I see it, the School Site Acquisition Charge (SSAC) and the actual siting, land acquisition and school facility are two separate issues, and that SSAC's are only collected if the City approves development. The SSAC does not mean that a school will be built on any specific site, or that the Municipality is agreeing to school facility development, or development to support a school.

After reviewing the archived video stream from the July 2019 meeting, I must admit a certain amount of disappointment in the discussion that took place. Council's original objections, which I shared and expressed to the SD43 Board in no uncertain terms during our Joint Meeting on February 13, 2019, were that the loco school site was placed in an area with no density projections in the City's OCP, and that the *Waterfront* school site was too prescriptive in its location. A secondary concern, regarding the potential duplication of current SD43 sites on St. Johns Street was mentioned as well.

Of these three concerns, two were fully addressed by SD43, prior to the July 2019 Council Meeting. The loco site was rightly scrapped, and the Waterfront site was renamed 'Moody Centre' so as to allow flexibility in its deployment. I do not find it reasonable to hold up the School District's collection of development levies (across multiple municipalities) on the pretext of our secondary concern – that existing sites on St Johns St may be better suited. At most, this should be framed as a comment, as this decision is not one that will be made for decades to come by SD43. Regardless of eventual site selection, the School District will require funds to build anything; Funds that Port Moody is currently, and unfortunately, preventing SD43 from collecting.

I am recommending that City of Port Moody Council no longer object to the proposed acquisition of the site for a new elementary school at Port Moody Centre and that the following resolution be passed:

THAT School District No. 43's 2019 Eligible School Sites Proposal dated June 11, 2019 be accepted as recommended in the report dated June 27, 2019 from the Planning and Development Department – Policy Planning Division regarding 2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam).

Attachment(s)

1. Report dated June 27, 2019 from the Planning and Development Department – Policy Planning Division regarding 2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam).

Report Approval Details

Document Title:	2019 Eligible School Sites Proposal.docx
Attachments:	- Attachment 1 - Report re 2019 Eligible School Sites Proposal Resolution - School District No. 43 (Coquitlam).pdf
Final Approval Date:	Oct 2, 2019

This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to Stephanie Ivall was completed by workflow administrator Tracey Takahashi

Stephanie Ivall

Dorothy Shermer

Considered at July 9, 2019 Regular Council Meeting

Council Agenda Information

☒ Regular Council July 09, 2019

Item 9.4



City of Port Moody Report/Recommendation to Council

Date: June 27, 2019

File No. 01-0490-02

Submitted by: Planning and Development Department – Policy Planning Division

Subject: 2019 Eligible School Sites Proposal Resolution – School District No. 43
(Coquitlam)

Purpose / Introduction

To present the 2019 Eligible School Sites Proposal Resolution – School District No. 43 for Council consideration.

Recommended Resolution

THAT School District No. 43's 2019 Eligible School Sites Proposal dated June 11, 2019 be accepted as recommended in the report dated June 27, 2019 from the Planning and Development Department – Policy Planning Division regarding 2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam).

Background

Under legislation adopted in 1998, the *Local Government Act* and the *School Act* require that School Boards in the province pass an Eligible School Sites Proposal (ESSP) each year as part of securing capital funding for future school sites. The purpose of an ESSP is to identify the number, approximate location, size, and purchase cost of new school sites required to meet projected enrollment increases in each School District.

In accordance with the legislation, the School District No. 43 (SD#43) Board has now passed an updated 2019 Eligible School Sites Proposal Resolution (**Attachment 1**), which differs from the previous version as follows:

- the ten-year growth projection time frame has been advanced to the period 2019-2029;
- 33,414 new dwelling units are projected for SD#43 over this time horizon compared to 24,978 previously in 2018 (an increase of 8,436 units), of which 3,983 units are anticipated in Port Moody. In comparison, the 2018 estimate for Port Moody was 3,945 units;
- from 2019-2029, new development in SD#43 is estimated to generate 7,784 new school-aged students, whereas 6,280 were projected for 2018-2028;
- the 2020-2024 Five Year Capital Plan includes one school site in Port Moody Centre compared to two school sites (Port Moody Waterfront and Anmore/Port Moody) previously identified in the 2018-2023 Five Year Capital Plan; and

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4

Report/Recommendation to Council

2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam)

June 27, 2019

- the overall land acquisition cost is \$150,888,740, almost double the land acquisition cost of \$88,564,000 included in the 2018 proposal.

One of the legislative requirements is that the annually updated ESSP be referred to each local government in the School District, which has 60 days to either:

1. pass a Council resolution accepting the proposal; or
2. respond in writing to the School Board stating that it does not accept the proposal and indicating each proposed school site to which it objects and the reason(s) why.

The proposal was received by the City of Port Moody on June 12, 2019.

Discussion

New Residential Development

Tables A-1 and A-2 of Schedule 'A' of the ESSP summarize the dwelling unit projections that were provided in greater detail by each municipality.

Based on the City's current Official Community Plan and the expected timing of current and future developments, it was projected that there could be up to an additional 3,983 new residential units developed in Port Moody over the next ten years. This proposed unit estimate is consistent with projections provided by the City to SD#43 staff. The form of these units will predominantly be multi-family.

Port Moody is estimated to account for 3,983 or approximately 11.9% of the projected 33,414 new residential units in the School District over the next ten years. Coquitlam will account for the majority (79.6%) of projected residential development, followed by Port Coquitlam at 7.8%. Combined, Anmore and Belcarra are projected to account for 0.7% of new residential development in the School District over the next ten years.

These projections are reviewed and updated annually by each municipality, working with the School District, to reflect any changes in the location, number, type, and timing of new residential development. Port Moody's projections will be updated by City staff in the spring of 2020, taking into account any updates to the OCP and new developments anticipated at that time.

New Students

Table A-3 of Schedule 'A' of the ESSP summarizes the projected number of new students in each municipality over the next ten years as a result of new development. It is net of any change in enrollment due to natural growth. As indicated, it is projected that there will be 855 new residents aged five to 19 in Port Moody within ten years. This estimate is based on the projected housing units included in Table A-1.

New School Sites

Table B-1 of Schedule 'B' of the ESSP shows that six new elementary schools are expected to be required over the ten-year period (2019-2029) as a result of anticipated growth within the

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4

Report/Recommendation to Council

2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam)

June 27, 2019

School District. The acquisition of these sites is proposed to be included in the 2020-2024 Five-Year Facility Capital Plan with a total cost of \$150,888,740 as determined by the School District. A total of approximately 11.1ha of land will be needed for the sites, which means an average cost per hectare of approximately \$13,593,580.20. The proposed school site sizes are based on an assumption that some sites may be joint school and park sites. Table B-1 includes proposed sites only. Approved eligible school sites since the inception of the ESSP are not included on this list.

The six proposed eligible school sites are distributed as follows: five in Coquitlam and one in Port Moody. These sites are identified on the basis of where future growth is anticipated and are adjusted each year as needed based on the information available at the time. It is important to note that the 2018-2023 School Sites Proposal had included two future Port Moody school sites noted as Anmore/Port Moody and Port Moody Waterfront. Both of these sites have been removed from the proposed 2020-2024 Five Year Capital Plan and replaced one future school site noted as Port Moody Centre.

Other Options

THAT School District No. 43's 2018 Eligible School Sites Proposal Resolution, dated June 11, 2019 not be accepted and the reasons for objection be provided in accordance with the *Local Government Act*.

Financial Implications

As noted in previous reports on this matter, the City will incur some costs administering the collection of School Site Acquisition Charge (SSAC) funds for new residential development. A flat fee of \$2,000 per year in addition to 0.1% of SSACs will continue to be collected in accordance with the *Local Government Act*.

Communications / Civic Engagement

There are no communications or civic engagement initiatives associated with this proposal.

Council Strategic Plan Objectives

The 2019 Eligible School Sites Proposal relates to the Community Evolution strategic priority of the 2019-2022 Council Strategic Plan, particularly with respect to planning and developing a vibrant and livable city for future generations.

Attachment:

1. 2019 Eligible School Sites Proposal Resolution.

Considered at July 9, 2019 Regular Council Meeting





RC - Agenda - 2019 07 09

Item 9.4

Report/Recommendation to Council

2019 Eligible School Sites Proposal Resolution – School District No. 43 (Coquitlam)

June 27, 2019

Prepared by:	Reviewed by:
 Mary De Paoli, MCIP, RPP Manager of Policy Planning	 André Boel, MCIP, RPP General Manager of Planning and Development
Reviewed for Form and Content / Approved for Submission to Council:	
City Manager's Comments  Tim Savoie, MCIP, RPP City Manager	
Corporate Review Finance and Technology (Financial Services, Information Services)	Initials 

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4
Attachment 1



550 Poirier Street, Coquitlam, BC Canada V3J 6A7 • Phone: 604-939-9201 • Fax: 604-937-6758

June 12, 2019

Mr. Peter Steblin, City Manager
City of Coquitlam
managersoffice@coquitlam.ca

Ms. Juli Halliwell, Chief Administrative Officer
Village of Anmore
juli.halliwell@anmore.com

Mr. Tim Savoie, City Manager
City of Port Moody
tsavoie@portmoody.ca

Ms. Lorna Dysart, Chief Administrative Officer
Village of Belcarra
ldysart@belcarra.ca

Ms. Kristen Dixon, Chief Administrative Officer
City of Port Coquitlam
dixonk@portcoquitlam.ca

Dear Chief Administrative Officers and City Managers:

Re: 2019 Eligible School Sites Proposal Resolution

The District's 2019 Eligible School Site Proposal (ESSP) Resolution was passed by the Board of Education on June 11, 2019.

In this package, you will find a copy of the resolution along with the corresponding schedules for acceptance.

Pursuant to the Act, local governments have 60 days to either:

1. Pass a resolution accepting the Board's proposed eligible school site requirements; or
2. Respond in writing to the Board indicating that it does not accept the Board's proposed site requirements by listing each school site it objects and the reasons for the objection.

If no response is received within 60 days from the date, which the Board of Education passed the resolution, the legislation states that the local government will have deemed to accept the proposal. An amended capital bylaw with the new SSAC rates will be adopted by the Board of Education in September 2019, giving the local governments a 60-day grace period before the bylaw will come into effect.

Considered at July 9, 2019 Regular Council Meeting

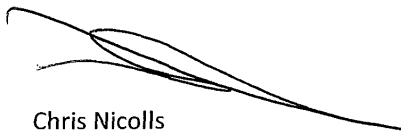
RC - Agenda - 2019 07 09

Item 9.4
Attachment 1

Should you have any questions on the above, please contact me or Kimberley Wakil, Manager of Financial Services, at 604-939-9201.

Yours truly,

SCHOOL DISTRICT NO. 43 (COQUITLAM)



Chris Nicolls
Secretary-Treasurer/CFO

Attach: ESSP Resolution; Schedule A; Schedule B;

cc: Nita Miki, Assistant Secretary – Treasurer
Ivano Cecchini, Executive Director – Facilities and Planning Services
Kimberley Wakil, Manager, Financial Services

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4
Attachment 1

Board of Education of School District No. 43 (Coquitlam)

2019 Eligible School Sites Resolution

The Eligible School Sites Proposal is a required component of the capital plan submission, which must be passed annually by Board resolution and referred to local governments in the District for acceptance pursuant to the *Local Government Act*.

Pursuant to the Act, the school district has consulted with local governments with respect to the following information:


- 1) Projections by municipalities of the number of eligible development units to be authorized or created in School District No. 43 (Coquitlam) in the 10 year time frame, 2018-2028, pursuant to Section 142 of the School Act for school site acquisition planning (Schedule 'A' Table A-1 and A-2 attached);
- 2) A projection of the number of children of school age, as defined in the School Act, that will be added to the school district as the result of the eligible development units projected in paragraph (1) (Schedule 'A' Table A-3, A-4 attached);
- 3) The approximate size and number of school sites required to accommodate the number of children projected under paragraph (2) (Schedule 'B' attached); and
- 4) The approximate location and value of the school sites referred to in paragraph (3) (Schedule 'B' attached).

WHEREAS the Board of Education of School District No. 43 (Coquitlam) has consulted with representatives from the development industry and staff for the City of Coquitlam, City of Port Coquitlam, City of Port Moody, Village of Anmore and Village of Belcarra on these matters;

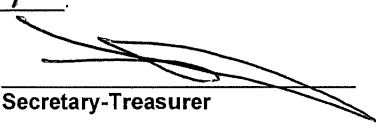
IT IS RESOLVED THAT:

- 1) Based on information from local government, the Board of Education of School District No. 43 (Coquitlam) estimates that there will be 33,414 **new development units** constructed in the School District over the next 10 years (Schedule 'A');
- 2) These 33,414 new development units will be home to an estimated 7,784 **school age children** (Schedule 'A');
- 3) The School Board expects that **6 new school sites**, over the 10 year period, will be required as a result of the growth within the School District as represented in Schedule 'B';
- 4) According to Ministry of Education site standards presented in Schedule 'B' the sites will require a total of **11.1 hectares** of land. These sites are expected to be purchased within 5 years and, at current serviced land cost, the land will **cost approximately \$150,888,740**;
- 5) The Eligible School Site Proposal be incorporated in the 5 Year Facility Capital Budget **2020-2024**, and submitted to the Ministry of Education.


 Chair of the Board


 Secretary-Treasurer

I HEREBY CERTIFY this to be a true original of a resolution passed by the Board of Education of School District No. 43 (Coquitlam) at a regular meeting held JUNE 11, 2019.


 Secretary-Treasurer

[illegible]

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4
Attachment 1**Table A-3: YIELD CALCULATIONS BY MUNICIPALITY - SD#43**

ESTIMATED NUMBER OF NEW SCHOOL AGED POPULATION BASED ON AVERAGE YIELD RATIO ESTIMATES FOR NEW HOUSING IN MUNICIPALITY

Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
VILLAGE OF ANMORE												
Single Detached	11	11	11	11	11	11	11	11	11	11	105	0.5
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	n/a
Row House	-	-	-	-	-	-	-	-	-	-	-	n/a
Low Rise Apart./suites	-	-	-	-	-	-	-	-	-	-	-	n/a
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	n/a
Total Yield School Age 5-19	11	11	11	11	11	11	11	11	11	11	105	
Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
VILLAGE OF BELCARRA												
Single Detached	2	1	1	1	1	1	1	1	1	1	11	0.5
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	n/a
Row House	-	-	-	-	-	-	-	-	-	-	-	n/a
Low Rise Apart./suites	-	-	-	-	-	-	-	-	-	-	-	n/a
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	n/a
Total Yield School Age 5-19	2	1	1	1	1	1	1	1	1	1	11	
Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
CITY OF COQUITLAM												
Single Detached	75	75	75	75	75	50	50	50	50	50	625	0.5
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	n/a
Row House	225	225	300	250	200	200	200	200	200	200	2,200	0.5
Low Rise Apart./suites	48	108	120	96	96	48	48	48	48	48	708	0.12
High Rise Apart.	189	180	252	324	324	288	288	288	288	288	2,709	0.18
Total Yield School Age 5-19	537	588	747	745	695	586	586	586	586	586	6,242	
Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
CITY OF PORT COQUITLAM												
Single Detached	15	15	15	15	15	15	15	15	15	15	150	0.5
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	n/a
Row House	14	14	14	14	14	14	14	14	14	14	135	0.27
Low Rise Apart./suites	29	29	29	29	29	29	29	29	29	29	288	0.16
High Rise Apart.	-	-	-	-	-	-	-	-	-	-	-	n/a
Total Yield School Age 5-19	57	57	57	57	57	57	57	57	57	57	573	
Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
CITY OF PORT MOODY												
Single Detached	10	10	10	10	10	10	10	10	10	10	100	0.5
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	n/a
Row House	64	9	46	13	13	13	13	13	13	13	206	0.50
Low Rise Apart./suites	-	121	105	10	10	10	10	10	10	10	292	0.19
High Rise Apart.	-	31	31	28	28	28	28	28	28	28	257	0.14
Total Yield School Age 5-19	74	170	191	60	60	60	60	60	60	60	855	

Table A-4: Total School District #43(Coquitlam) School Age Yield (New Development)

Estimates by school year	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2019-2029	10 Yr. Yield	Yield Ratio
Single Detached	112	112	112	112	112	87	87	87	87	87	991	0.50
Mobile Home	-	-	-	-	-	-	-	-	-	-	-	-
Row House	303	248	359	276	226	226	226	226	226	226	2,541	0.48
Low Rise Apart./suites	77	257	253	134	134	86	86	86	86	86	1,288	0.14
High Rise Apart.	189	211	283	352	352	316	316	316	316	316	2,966	0.18
Total Yield School Age 5-19	680	827	1,006	874	824	715	715	715	715	715	7,784	0.23
Estimated new SD#43 students	571	695	845	734	692	600	600	600	600	600	5,939	0.18
												Average

Does not include projections for potential development which are in the ALR and require BC Land Commission approval.

Does not include projections for potential development which may require major changes to an Official Community Plan.

The annual estimate of new development units for each category is based on a ten year average distribution of the ten year total expectation for new housing, provided by each municipality

Considered at July 9, 2019 Regular Council Meeting

RC - Agenda - 2019 07 09

Item 9.4
Attachment 1

SCHEDULE 'B' Capital Projects Requiring New Sites

Table B-1: ELIGIBLE SCHOOL SITES REQUIRING APPROVAL - 2020-2024 Five Year Capital Plan

School Site #	112259	109228					TOTALS
Basis of Costs	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Type of Project	New	New	New	New	New	New	
Grade Level	Elementary	Elementary	Elementary	Elementary	Elementary	Elementary	
Approximate Location	Riverwalk	Marigold	Port Moody Centre	Fraser Mills	Coquitlam City Centre	Hazel Coy	
Proposed Capacity	455	455	455	455	455	455	2,730
Approx. Size (ha)	2.5	2.5	1.2	1.2	1.2	2.5	11.1
Market Land Costs	\$ 17,235,575	\$ 17,235,575	\$ 32,617,860	\$ 32,617,860	\$ 33,946,295	\$ 17,235,575	150,888,740

Total Acquisition Sites to be included in the 2020-2024 Five Year Capital Plan = 6

Proposed school site sizes are based on an assumption that some sites may be joint school and park sites. Stand alone school sites would require greater site area and market land cost.

Note: This Schedule includes proposed sites only. Approved eligible school sites since the inception of the ESSP are not included on this list.

Note: Approx size of each site has been updated to reflect update to date requirements for a elementary and middle school requirement.



Learning for a Lifetime

550 Poirier Street, Coquitlam, BC Canada V3J 6A7 • Phone: 604-939-9201 • Fax: 604-937-6758

**BOARD OF
EDUCATION**

CHAIR:

Barb Hobson

VICE-CHAIR:

Christine Pollock

TRUSTEES:

Jennifer Blatherwick

Carol Cahoon

Kerri Palmer Isaak

Lisa Park

Michael Thomas

Keith Watkins

Craig Woods

September 12, 2019

The Honourable Rob Fleming
Minister of Education
PO Box 9045, Stn. Prov. Govt.
Victoria, BC
V8W 9E2

Dear Minister Fleming:

On June 11, 2019, the School District passed the 2019 Eligible School Sites Proposal (ESSP) Resolution and subsequently notified all Municipalities and Villages of the changes to the School Site Acquisition Charge (SSAC). On July 9, 2019 Port Moody declined to accept the ESSP. Port Moody City Staff's had recommended adoption. This is the second year that Port Moody has declined to adopt the ESSP. The rationale for their decision is stated as they do not have sufficient information in which to make a decision.

This matter with the City of Port Moody, is a continuation from last year, when they in July 2018 they declined to accept the Board's proposed site requirements. At that time, our Secretary-Treasurer met with Port Moody staff and Port Moody Council on July 25 and July 30, 2018 respectively, to provide additional information, in an attempt to resolve the raised concerns. The School District requested the Minister of Education appoint a facilitator as prescribed in Section 574(8) of the Local Government Act on August 2, 2018. A facilitator was appointed on February 21, 2019 and it is the Board's understanding that the facilitator has provided your office with his report.

During this facilitation process, School Board Trustees met formally with Port Moody City Council on February 13, 2019 and discussed several topics including land acquisition costs and the role of the school site acquisition charge in this role. Additionally, an information meeting for all mayors and councillors, from the local governments included in the District, was held on February 19, 2019 to discuss a variety of topics, including enrolment growth and the need for new additional schools and sites and replacement schools (seismic upgrades or full replacement).

Further exacerbating the issue, at an event last week, attended by both municipal mayors and councillors and Board of Education trustees, the Acting Mayor of Port

Moody, in his formal speech, stated that the City of Port Moody expects a 50% increase in population growth over the next twenty years.

In working with the facilitator, the School District was advised that if it compromised and removed one site from the ESSP proposal and renamed a second site, that Port Moody would agree to the revised ESSP. The School District did this, but as noted above, the updated 2019 ESSP proposal was not approved by Port Moody Council.

School District staff have indicated that over the past year, if the new rates had been in effect, based upon the SSAC collected over the past 12 months, the loss of SSAC revenues are approximately \$750,000. As you are aware, a decrease in revenue from this funding stream places the financial burden on all provincial taxpayers and the School District to fund the difference between the actual land acquisition cost and the funds available from SSAC collections. SSAC charges to developers are intended to collect 35% of land acquisition costs. The actual outcome is less than 10%.

The Board of Education intends to continue to work to restore a reciprocal relationship with the Port Moody City Council and to that end, I will be reaching out to establish a meeting with Mayor Vagramov on this topic, and if necessary, a full Board to Council meeting, to seek further clarity and resolution to this matter.

With these facts in mind, and the overwhelming need for increased capacity in all areas of our school district, the Board of Education would like to request that the Ministry of Education expedite the decision regarding the facilitator's 2018 report and impose the proposed SSAC rates as quickly as possible. Likewise, the continued involvement of the facilitator to resolve the 2019 ESSP outcome is also requested.

Yours truly,

SCHOOL DISTRICT NO. 43 (COQUITLAM)



Barb Hobson
Chair, Board of Education

cc: Board of Education
Patricia Gartland, Superintendent of Schools
Chris Nicolls, Secretary-Treasurer/CFO
Rob Vagramov, Mayor, City of Port Moody
Tim Savoie, City Manager, City of Port Moody

Weekly Update from the Mayor

Week of September 9 - 13

Open Door Meetings	
Who	What
Other Meetings	
1. Meeting with City Manager	
Phone Calls	
1. resident request to meet up	
Events Attended	
None.	
Media:	
<ol style="list-style-type: none"> 1. Scott Brown Vancouver Sun regarding return 2. Global News regarding Mayor's Return and Police Board 3. CKNW regarding Mayor's Return and Police Board 4. Amanda Poole from CKNW Return and Police Board 	
Correspondence (In)	
<ol style="list-style-type: none"> 1. Email from Craft Cannabis Association regarding UBCM Invitation 2. Email from Cllr. Madsen regarding Moody Centre TOD Discussion 3. Email from resident regarding Mayor's return 4. Email from resident welcoming back to Mayor's position 5. Email from resident welcoming back to Mayor's position 6. Email from resident regarding welcome back 7. Email from resident regarding Mayor's return 8. Email from Mosaic Homes regarding request for meeting 9. Email from resident regarding Henry Street Development 10. Email from resident regarding Mayor's Return 11. Email from resident regarding Mayor's Return 12. Email from resident regarding Mayor's Return 13. Email from resident regarding Mayor's Return 14. Email from resident regarding Mayor's Return 15. Email from resident regarding Mayor's Return 16. Email from resident regarding Mayor's Return 17. Email from resident regarding Mayor's Return 18. Email from resident regarding Mayor's Return 19. Email from resident regarding Mayor's Return 20. Email from resident regarding Mayor's Return 21. Email from resident regarding Mayor's Return 22. Email from resident regarding Mayor's Return 23. Email from resident regarding Mayor's Return 24. Text to Email from resident welcoming Mayor's return 25. Email from resident welcoming Mayor's return 26. Email from 2019 Santa Toy Run invitation to participate 27. Email from resident regarding Mayor's Return – welcome back 28. Email from resident regarding Mayor's Return 29. Email from resident regarding Mayor's Return 30. Email from resident regarding Mayors Return 31. Email from resident regarding support for 3105-3113 St. Johns Street 32. Email from resident regarding Mayor's Return 33. Email from resident regarding Mayor's Return 34. Email from Forte Living Corp regarding letters of support for 3105 & 3113 St. Johns Street x 2 	

Weekly Update from the Mayor

Week of September 9 - 13

35. Email from resident regarding Concerns about Mayors Return
36. Email from resident regarding Mayor's Return
37. Email from resident regarding Mayor's Return
38. Email from resident regarding Mayor's Return
39. Email from resident regarding Mayor's Return
40. Email from resident regarding Justice System and Trial by Facebook
41. Email from resident regarding Mayor's Return
42. Email from resident regarding Mayor's Return
43. Email from Burrard Public House regarding Agenda Item 5.3
44. Email from resident regarding Mayor's Return
45. Email from resident regarding Mayor's Return
46. Email from resident regarding Mayor's Return
47. Email from resident regarding Mayor's Return
48. Email from resident regarding removal of the OCP ROW
49. Email from resident regarding Mayor's Return
50. Email from resident regarding Mayor's Return
51. Email from resident regarding Mayor's Return
52. Email from residents regarding Mayor's return to work
53. Email from resident regarding Mayor's Return
54. Email from resident regarding Mayors return
55. Email from resident regarding Mayor's return
56. Email from resident regarding Mayor's return
57. Email from resident regarding Mayor's Return
58. Email from resident regarding Charter of Rights
59. Email from resident regarding Mayor's Return
60. Email from resident regarding Mayor's Return
61. Email from resident regarding Rocky Point Pathways
62. Email from resident regarding opposition to Delta Land Swap
63. Email from resident regarding Fair Employment Week request
64. Email from resident regarding Henry Street Lots 17-20
65. Email from resident regarding coffee/beer request
66. Email from resident regarding Delta land swap
67. Letter from Minister of Finance responding to the letter regarding Climate Emergency and Action
68. Letter from Minister of Environment responding to the letter regarding Climate Emergency and Action
69. Email from resident regarding Mayor's Return
70. Email from invitation for Tri-Cities Green Drinks
71. Email from Global, requesting sit down interview
72. Email from resident regarding Mayor's Return

Correspondence (Out)

1. Email to Council announcing return
2. Email to resident responding to email about his return
3. Email to resident responding to email about Henry Street Lots and his return
4. Email to resident responding to email about his return
5. Email to Lower Mainland Christmas Bureau responding to invite to ride in Toy Drive
6. Email to Corporate Officer requesting meeting
7. Email to City Manager requesting meeting
8. Email to resident responding to meeting request

Weekly Update from the Mayor

Week of September 14-20

Open Door Meetings	
Who	What
Meeting with Developer	Discuss an upcoming development
Meeting with Resident	Seniors housing
Other Meetings	
<ol style="list-style-type: none"> 1. Meeting with staff to discuss OCP related motions 2. Meeting with City Manager for Updates 3. Council Agenda Review 4. Metro Vancouver Liquid Waste Committee Meeting 5. Metro Vancouver Regional Planning Committee Meeting 	
Phone Calls	
<ol style="list-style-type: none"> 1. Phone call with Province to discuss Police Board 	
Events Attended	
2019 Terry Fox Run	
Media:	
<ol style="list-style-type: none"> 1. Sam Cooper from Global News regarding Ioco Lands 	
Correspondence (In)	
<ol style="list-style-type: none"> 1. Email from citizen regarding Bedwell Bay Road Parking 2. Email from citizen regarding Moody Centre Storm water Management 3. Email from citizen regarding Bollards along Bedwell Bay 4. Email from citizen regarding SD43 Story in Tri City News 5. Email from citizen regarding crumb rubber sports fields 6. Email from citizen regarding Uber 7. Email invitation for TD Tree Days 8. Email from citizen regarding car traffic and parking in Belcarra 9. Email from citizen regarding Bear Aware Delegation 10. Email to citizen regarding Auxiliary Bylaw Officer 11. Email from citizen regarding Auxiliary Bylaw Officer 12. Email from citizen regarding request for Auxiliary Bylaw Officer 13. Email from citizen regarding Auxiliary Bylaw Officer 14. Email from citizen regarding Auxiliary Bylaw Officer 15. Email from citizen regarding reserved row 16. Email from citizen regarding Mayor's return 17. Letter from business owner regarding potential Issue with Application for Retail Cannabis Store 18. Email from citizen regarding Street Safety 19. Email from citizen regarding Uber 20. Email from citizen regarding Disqualification from Holding Elected Office 21. Email from Councillor regarding article on holding managers accountable 22. Email from Civic Info regarding Emergency Management BC to UBCM 23. Email from business owner responding to request regarding Oktoberfest 24. Email from business owner responding to request regarding Oktoberfest 25. Email from citizen regarding Uber 26. Email from citizen regarding Uber 27. Email from citizen regarding Edgestone Development Patio Door Windows on 3rd Floor 28. Email from citizen regarding Car Free Day Sponsors, questions and comments 	

Weekly Update from the Mayor

Week of September 14-20

29. Email from business owner responding to request regarding Oktoberfest
30. Email from business representative regarding ride hailing motion
31. Email from Corporate Officer regarding OCP related motions
32. Email from staff with Moody Centre TOD Map
33. Email from citizen regarding Support for Library Board Presentation
34. Email from citizen regarding Multi Family Residential Parking
35. Email from Global News, requesting sit down interview
36. Email from business owner, Bakery Brewing regarding Oktoberfest
37. Email from citizen regarding Uber
38. Email from citizen regarding Uber
39. Email from citizen regarding Uber
40. Email from citizen regarding Uber
41. Email from citizen regarding Uber
42. Email from citizen regarding Uber
43. Email from citizen regarding Uber
44. Email from citizen regarding Uber
45. Email from citizen regarding Uber
46. Email from citizen regarding Uber
47. Email from citizen regarding Uber
48. Email from citizen regarding request for additional Auxiliary Bylaw Officer
49. Email from citizen regarding Uber
50. Email from citizen regarding addition Auxiliary Bylaw Officer

Correspondence (Out)

1. Email to EA requesting pictures printed for office
2. Email to City Manager requesting Ortho photos
3. Email to multiple breweries, pubs and restaurants regarding interest in holding an Oktoberfest in 2019 or 2020
4. Email to EA requesting meeting set up with BC Conservation
5. Letter to Ministry regarding BC Conservation (direction of Council from September 10)
6. Email to City Manager requesting clearer Moody Centre TOD Map
7. Email reply to business owner regarding Oktoberfest email
8. Email to citizen responding to email on Street Safety
9. Email to City Manager regarding Inlet Theatre resident concern
10. Email to business regarding Oktoberfest
11. Email respond regarding requesting for motion
12. Email response business representative to citizen regarding SD43 Tri City news story

Weekly Update from the Mayor

Week of September 21-27

Open Door Meetings	
Who	What
Meeting with BC Conservation	Discuss Bear Issues
Meeting with Citizen	RE: Ramp/Lift & Variance
Meeting with Acting City Manager	Discuss City Lands
Meeting with GM's	Discuss City Lands
Meeting with citizen	Welcome back, Bert Flinn Park
Meeting with citizen	Welcome back
Meeting with citizen	loco Lands
Other Meetings	
None	
Phone Calls	
None	
Events Attended	
None	
Media:	
None	
Correspondence (In)	
<ol style="list-style-type: none"> 1. Email from business owner regarding Thanksgiving Food Drive 2. Email invitation to Crossroads Hospice Open House 3. Email from citizens regarding bollards at Sasamat Lake 4. Email from citizen regarding Support for resolutions B137 and B136 5. Email from citizen regarding 2706 Henry Street 6. Email from citizen regarding meeting about Ramp/Lift Issue 7. Email from citizen regarding thank you for letter 8. Email from staff regarding 2706 Henry Street 9. Email from citizen regarding Henry Street Development 10. Email from staff GM regarding Media Inquiry about Cannabis rezoning application 11. Email from citizen regarding Bylaw Enforcement and Bear Attractant 12. Email from business owner regarding LiDar (marine geoscience) 13. Email from citizen regarding Coronation Park 14. Email from EA regarding Woodland Park Agreement resolution 15. Email from business regarding thank you for Period Promise Campaign 16. Email from citizen regarding Suter Brook Concerns 17. Email from staff regarding update on Printer 18. Email from citizen? regarding Woodland Park Development 19. Email from staff regarding printer options 20. Email from 13 citizens regarding support for Resolution B154 at UBCM 21. Email from EA regarding Spike Awards Letter Invitation 22. Email from citizen? regarding Uber 23. Email from staff GM regarding Climate March 24. Email from staff regarding printer option 25. Email from staff GM regarding Imperial Oil 26. Email from staff GM regarding response to citizen 27. Email from EA regarding Woodland Park Development 28. Email from citizen regarding Uber 29. Email from EA regarding Coronation Park 	

Weekly Update from the Mayor

Week of September 21-27

Correspondence (Out)

1. Letter to Ministry regarding Ride Hailing and Taxi Service (per Council Direction)
2. Letter to Passenger Transportation Board regarding Ride Hailing and Taxi Service (per Council Direction)
3. Email to citizen regarding 2706 Henry Street
4. Email to citizen regarding Henry Street
5. Email to organization regarding Ismaili Civic Event
6. Email to staff regarding printing support
7. Email to City Manager and staff regarding City Lands
8. Email to 13 citizens responding to their email about Resolution B154 at UBCM support
9. Email to EA regarding meeting with citizen
10. Email to citizen regarding Suter Brook Concerns
11. Email to staff regarding printer support
12. Email to staff requesting printer support
13. Email to staff regarding Woodland Park Development
14. Email to staff regarding Imperial Oil
15. Email to staff regarding Coronation Park
16. Email to staff regarding City website
17. Email to EA regarding Spike Award letters
18. Email to staff regarding Climate March at City Hall
19. Email to citizen responding to Woodland Park inquiry
20. Email to staff regarding Right Of Way Removal
21. Email to staff GM regarding tactical plan



September 9, 2019

Mayor and Council, City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Mayor and Council, City of Port Moody
100 Newport Drive
Port Moody, BC V3H 5C3

Dear Mayor and Council,

City of Port Coquitlam Mayor West and Council would like to challenge our neighbours Coquitlam and Port Moody to help sponsor a young community member for a trip of a lifetime!

[The Sustainable Living Leadership Program \(SLLP\)](#) is an annual and unique outdoor education program for community leaders, consisting of a 29-day, 1,400 km journey of a lifetime down the Fraser River, from Headwaters to Sea. Throughout the journey participants develop a Watershed Solution project plan which they implement in their home community upon return. Each year up to 10 community leaders are chosen from across the Fraser Watershed.

As one of the Rivershed Society of BC's (RSBC) most successful programs, the SLLP has run fourteen times since 2002, producing 103 graduates. The goal of the SLLP is to create a network of effective, passionate and supported leaders within Fraser Watershed communities. Leaders who will galvanize other community members to take responsibility for conserving, protecting and restoring BC's riversheds

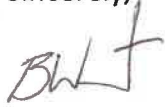
In 2016, Port Coquitlam resident Petra Markova was sponsored by Councillor Laura Dupont to take part in the SLLP. Upon her return, Petra collaborated with a fellow Tri-Cities SLLP graduate and RSBC to design, develop and deliver a Rivers Clinic for Environmental Leaders (RCEL) with the intention of connecting local post-secondary students with shared sustainability interests. The program, now in its third year, is incredibly successful and Petra has now expanded the program to include a Rivers Clinic for Empowered Youth (RCEY) in the Nechako region.

The support that Petra received from Councillor Dupont makes her hopeful that other emerging leaders will be given the same opportunity for what she describes as a "life-changing experience" adding that "Laura has been a valuable mentor and super supportive of youth in

our community. The paddle trip was an amazing month long experience and I am so grateful to her for the opportunity”.

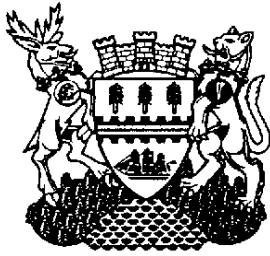
The SLLP 2020 applications will be available in January 2020 with an application deadline of March 31, 2019. Please feel free to contact my office with any inquiries.

Sincerely,

A handwritten signature in dark ink, appearing to read 'BWL', with a stylized flourish extending from the end.

Mayor Brad West

Cc: City of Port Coquitlam Council
Kristen Dixon, Chief Administrative Officer, City of Port Coquitlam



City of Port Moody

Minutes

Youth Focus Committee

Minutes of the meeting of the Youth Focus Committee held on Wednesday, May 15, 2019 in the Brovold Room.

Present

Rebecca Lyon, Chair
 Nyah Courchesne
 Chloe Goodison
 Victoria Lim
 Palak Sharma
 Elia Sheikh-Bahaie
 David Shin
 Kristen Volberg

Absent

Hooshang Moghaddam, Vice-Chair (Regrets)
 Daniel Dian (Regrets)
 Pedram Moshirfatemi (Regrets)
 Nathan Piasecki (Regrets)

In Attendance

Vinh Chung – Engineering Technologist
 Stephen Judd – Manager of Infrastructure Engineering Services
 Jim LaCroix – Manager of Recreation
 Corina Lefebvre – Recreation Programmer
 Councillor Steve Milani – Council Representative
 Jennifer Mills – Committee Coordinator
 Jeff Moi – General Manager of Engineering and Operations

Also In Attendance

Tasha Evans (re item 5.1)

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 5:05pm.

Acknowledgement of Unceded Territories

1.2 The Committee acknowledged the traditional territories of the Coast Salish First Nations.

2. Approval of Agenda

2.1 YFC19/013

Moved, seconded, and CARRIED

THAT the agenda of the Youth Focus Committee meeting held on Wednesday, May 15, 2019 be adopted.

Minutes

3. Adoption of Minutes

3.1 YFC19/014

Moved, seconded, and CARRIED

THAT the minutes of the Youth Focus Committee meeting held on Wednesday, April 10, 2019 be adopted.

4. Unfinished Business

5. New Business

Reconciliation Project

5.1 Tasha Evans

The Recreation Programmer introduced Tasha Evans who expressed gratitude to the Committee for acknowledging the indigenous territories and provided an overview of her role in reconciliation through education at schools in Port Moody.

Ms. Evans provided an overview of the Stakw: Water is Life Project at Noons Creek Hatchery and invited Committee members to the upcoming Community Paddle and Feast on June 21, 2019, which includes a canoe journey into Burrard Inlet and a Water Blessing Ceremony. Ms. Evans also invited Committee members to the Weaving Cedar Workshop on June 9, 2019 and noted that the registration fee would be waived for Committee members.

Ms. Evans noted that raising awareness about the Coast Salish history to youth has been challenging and a partnership with the Youth Focus Committee would be helpful in implementing reconciliation programs at schools in Port Moody.

Committee members provided an overview of current Indigenous programs and events at their schools, and expressed interest in participating in other Indigenous events. Ms. Evans offered her support for organizing future events at their respective schools.

The Recreation Programmer noted that the City is currently in the planning stages of developing the Blanket Exercise Program, including application for grant funding.

Ms. Evans left the meeting at this point and did not return.

**Transportation Safety
Discussion and
Questions**

- 5.2 The General Manager of Engineering and Operations introduced Stephen Judd, Manager of Infrastructure Engineering Services, and Vinh Chung, Engineering Technologist, and provided an overview of their roles in the division.

The General Manager of Engineering and Operations noted that he is writing a report back to Council, in response to the Youth Focus Committee's Report to Council on Transportation Safety, and sought clarity on the Committee's main concerns. In response, the Committee requested that the following concerns be addressed in staff's report to Council:

- bus capacity – community busses that currently service school routes do not meet the student ridership needs;
- bus stop waiting areas – areas are too small, creating unsafe conditions where students are spilling into the streets;
- service at peak times – consider adding more busses at class dismissal time;
- stop times – consider adjusting arrival times to ten minutes after classes are dismissed; and
- wait times – current wait time between bus arrivals is 30 minutes.

Action: The Youth Focus Transportation Safety Subcommittee to provide the General Manager of Engineering and Operations with details on the main concerns noted above as well as school start and end times, common conflicts, bus numbers, and arrival times.

The General Manager of Engineering and Operations, the Manager of Infrastructure Engineering Services, and the Engineering Technologist left the meeting at this point and did not return.

**Climate Action Plan
Open House
Volunteers**

- 5.3 Corina Lefebvre, Recreation Programmer

The Recreation Programmer provided an overview of the Climate Action Open House scheduled to be held on May 25, 2019 and asked Committee members interested in volunteering to send their information, or information on others who may be interested in volunteering, to the Recreation Programmer.

Youth Mental Health Week 2020

5.4 The following were noted as ideas for Youth Mental Health Week 2020:

- integrate Youth Mental Health Week with Mental Health Week;
- an event with therapy dogs;
- a scavenger hunt/amazing race event;
- an event similar to Pints & Puppies where proceeds from dog adoption go to Youth Mental Health Week; and
- an event similar to Ruben's Ruckus utilizing Shoreline Trail.

Plastic Straws Update

5.5 The Chair provided an update on recent communications with the Manager of Economic Development and it was noted that data collection of plastic straw use in Port Moody is underway for presentation to Council and subsequent presentation to the Committee.

Youth Scholarship Award Recipient

5.6 YFC19/015

Moved, seconded, and CARRIED

THAT, pursuant to section 90 of the *Community Charter*, this portion of the Regular Meeting of the Youth Focus Committee be closed to the public as the subject matter being considered relates to the following:

- **90(1)(b) – personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity.**

Westhill Youth Centre

5.7 YFC19/016

Moved, seconded, and CARRIED

THAT, pursuant to section 90 of the *Community Charter*, this portion of the Regular Meeting of the Youth Focus Committee be closed to the public as the subject matter being considered relates to the following:

- **90(1)(k) – negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

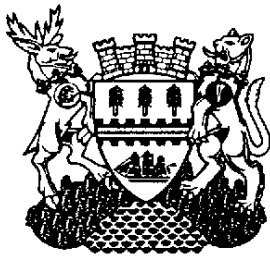
6. Information

6.1 The Committee Coordinator noted that confirmation of attendance at Committee meetings is required for quorum tracking purposes and requested replies to the agenda distribution emails as soon as possible.

Councillor Milani invited Committee members to participate in the Queens Street Plaza Placemaking Project on Saturday, May 26, 2019 that includes a furniture assembly and painting party.

7. Adjournment

The Chair adjourned the meeting at 6:44pm.



City of Port Moody

Minutes

Economic Development Committee

Minutes of the meeting of the Economic Development Committee held on Wednesday, July 3, 2019 in the Brovold Room.

Present

Acting Mayor Hunter Madsen, Chair
 Lisa Beecroft
 Edward Chan
 Matt Ferguson
 Nash Milani
 Greg Pepler
 Christopher Pope
 Robert Simons

Absent

Councillor Zoë Royer, Vice-Chair (Regrets)
 Dustin Chelen (Regrets)
 Sharleen Karamanian (Regrets)
 Sean Ogilvie (Regrets)
 Mary Vellani

In Attendance

Joji Kumagai – Manager of Economic Development
 Jennifer Mills – Committee Coordinator

Also In Attendance

Rick Glumac, MLA, Port Moody-Coquitlam

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:00pm.

The Chair provided an update on the 2019 Economic Development Committee Work Plan and noted that all committee and commission Work Plans have been approved by Council.

2. Adoption of Minutes

Minutes

2.1 EDC19/013

Moved, seconded, and CARRIED

THAT the minutes of the Economic Development Committee meeting held on Wednesday, June 5, 2019 be amended by:

- replacing “**Action:** The Chair, the Vice-Chair, and the Manager of Economic Development to incorporate the feedback and present a second draft at the next meeting.” with “**Action:** The Chair, the Vice-Chair, and the Manager of Economic Development to incorporate the feedback and present a second draft at a future meeting.” in Item 4.3 – Moody Centre TOD;

AND THAT the minutes of the Economic Development Committee meeting held on Wednesday, June 5, 2019 be adopted as amended.

3. Unfinished Business

4. New Business

Developing Science and Tech Sector

4.1 Rick Glumac, MLA, Port Moody-Coquitlam

MLA Rick Glumac provided an overview of his role as the Parliamentary Secretary for Technology and as British Columbia’s representative of the Pacific Northwest Economic Region, and of his past work as a City of Port Moody Councillor.

MLA Glumac provided information on the government initiatives that focus on promoting and nurturing the technology sector in BC and noted that in order to entice companies to Port Moody, there must be evidence that the area has been designed as a high-tech hub and promotional materials reflecting this must be available for circulation.

MLA Glumac left the meeting at this point and did not return.

Planning for Economic Development

4.2 Presentation: André Boel, General Manager of Planning and Development

This item was postponed to the September meeting.

Spike Awards

4.3 Attachments:

- a) 2019 Spike Awards – Proposed Categories and Adjudication Processes
 - b) Spike Awards Scoring Matrix for Shortlisted Businesses
- File: 01-0360-20-03-01

The Manager of Economic Development gave a presentation on the Spike Awards providing an overview of the revised categories, category descriptions, and scoring matrix that are being proposed for the 2019 Awards and noted the following:

- nominations will be consolidated by the Manager of Economic Development so that the number of nominations does not influence the winner;
- each Committee member will review the nominations anonymously and send the scoring matrix directly to the Manager of Economic Development; and
- write-ups on the winners will be published on the City website.

The Committee noted the following:

- the nomination form should include a character limit and clearly outline the new requirements for shortlisted nominees;
- the milestones should include recognition for businesses in operation for over 25 years; and
- a Spike Award's Facebook page should be established to generate buzz that does not require Communications' support.

EDC19/014

MOVED, seconded, and CARRIED

THAT the Economic Development Committee endorse the category descriptions, nomination form, shortlisted requirements, and scoring matrix for the Spike Awards as presented;

AND THAT the following Committee members be appointed to the Spike Awards Nomination Working Group:

- Robert Simons;
- Lisa Beecroft;
- Greg Pepler;
- Nash Milani; and
- Christopher Pope.

Clarke Street Revitalization

4.4 Presentation: Joji Kumagai, Manager of Economic Development Attachments:

- Clarke Street Revitalization Committee Presentation
- Clarke Street Revitalization Project Charter

File: 01-0360-20-03-01

The Manager of Economic Development gave a presentation on the Clarke Street Revitalization Initiative and the Committee proposed the following ideas for the project:

- creation of an access from St. Johns Street and between Westport Village and Moody Centre to provide access to the Clarke Street area;
- improved wayfinding in Port Moody to encourage movement through the City;
- a City initiative to improve the infrastructure, accessibility, and look and feel of the area thereby enticing business and property owners to take ownership of the revitalization;
- promotion of Queens Street Plaza through events such as seasonal markets and summer concerts; and
- development of incentives to engage business owners who have previously not made any improvements.

Moody Centre Hub One Pager

4.5 To be distributed on-table

This item was postponed to a future meeting.

Next Steps Business and Tax Incentives

4.6 Attachment: EDC Meeting Business Incentives, dated June 5, 2019

The Chair noted that the next step will be to find the business and tax incentives that could apply to the Moody Centre TOD.

5. Information

Permit and Licensing Review

5.1 Attachment: Port Moody EDC Permit & Licensing Review

This item was provided for information only.

Website Best Practices

5.2 Attachment: Port Moody EDC Economic Development Website Best Practices

The Chair noted that the City's Economic Development website page requires development and requested that specific recommendations be formulated for September's Economic Development Committee meeting.

The following Committee members volunteered for the Website Best Practices Working Group to bring the recommendations to the September meeting:

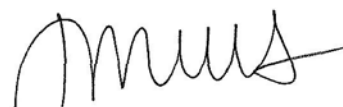
- Ed Chan; and
- Matt Ferguson.

6. Adjournment

The Chair adjourned the meeting at 8:58pm.



Acting Mayor Hunter Madsen,
Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Seniors Focus Committee

Minutes of the meeting of the Seniors Focus Committee held on Thursday, July 4, 2019 in the Brovold Room.

Present

Councillor Amy Lubik, Vice-Chair
 Yolanda Broderick
 Ruth Cox
 John Crowther
 Paulette Gurski
 Malcolm Harkness
 Yvonne Harris
 Connie Meisner
 Tonny Scholten

Absent

Councillor Zoë Royer, Chair (Regrets)

In Attendance

Joji Kumagai – Manager of Economic Development
 Liam McLellan – Social Planner
 Jennifer Mills – Committee Coordinator

1. Call to Order

Call to Order

1.1 The Vice-Chair called the meeting to order at 7:00pm.

2. Adoption of Minutes

Minutes

2.1 SFC19/015

Moved, seconded, and CARRIED

THAT the minutes of the Seniors Focus Committee meeting held on Thursday, June 6, 2019 be amended by removing “only” in Item 4.1 – Work Plan Discussion;

AND THAT the minutes of the Seniors Focus Committee meeting held on Thursday, June 6, 2019 be adopted as amended.

3. Unfinished Business

4. New Business

Clarke Street Revitalization Initiative

4.1 Presentation: Joji Kumagai, Manager of Economic Development Attachments:

- a) Clarke Street Revitalization Committee Presentation
- b) Clarke Street Revitalization Project Charter

The Manager of Economic Development gave a presentation on the Clarke Street Revitalization Project and sought the Committee's input. The Committee suggested the following ideas:

- ensure there are opportunities and support for small businesses;
- create a theme for the Clarke Street area, such as the Golden Spike Era, to attract tourists;
- improve accessibility for foot traffic by installing more crosswalks and maintaining sidewalks;
- create connections from other patronized areas such as Rocky Point Park;
- create an inclusive environment by ensuring entrances, pathways, corridors, doors, and washrooms are accessible;
- promote heritage by including historical information on locations and buildings;
- research other boutique style areas, such as Fort Langley, Ladysmith, Chemainus, and Qualicum Beach, which have undergone successful revitalizations and have incorporated design elements such as murals, outdoor furniture, flowers, and shrubbery; and
- upgrade and promote Queens Street Plaza with art, music, and culture, thereby creating a family-friendly gathering area.

The Manager of Economic Development thanked the Committee for their input and left the meeting at this point and did not return.

Work Plan Schedule

4.2 The Vice-Chair noted that Ken Kuhn and Ronald Gordon have tendered their resignations with the Committee.

The Social Planner provided an overview of the approved 2019 Seniors Focus Committee Work Plan noting that focus will be placed on the trail accessibility study, the age-friendly plan, and the Seniors Centre field trip. The Social Planner added the following:

- a field trip to the south side of Shoreline Trail will be arranged for August; the goal will be to provide suggestions for the north side work which has yet to begin;

- the Seniors Centre field trip in the fall may include visits to Guildford Recreation Centre, Maple Ridge Seniors Activity Centre, Wilson Centre, and Glen Pine Pavilion; Committee members are encouraged to visit centres not on the list and report back to the Committee.

The Social Planner distributed a Seniors Centre assessment form and Committee members requested that the following questions be added to the form:

- what are the ratios of staff to volunteers;
- where are volunteers sourced from;
- what would staff change about the building;
- what staff training has been the most useful; and
- what languages are programs offered in.

Age-Friendly Plan Update

4.3 The Social Planner provided an update on the progress of the Age-Friendly Plan and noted the following:

- Kate Milne of Cardea Health has been selected as the Consultant and will be guiding the process of developing the survey and consolidating the results;
- the Age-Friendly Steering Committee and the Seniors Focus Committee will be responsible for conducting the in person promotion of the survey;
- Communications will be promoting the survey through newspaper advertisements and the City website, and at locations where seniors programming exists;
- the survey will be available for a six-week period;
- Fraser Health will also be promoting the survey; and
- the Age-Friendly Steering Committee still has openings for members.

The Social Planner noted that the survey results will be collated under eight themes for the Seniors Focus Committee to consider. Once the Committee has studied and prioritized the items, a report will be submitted to Council for work to begin.

Committee members provided the following feedback for the survey:

- ensure isolated seniors are surveyed by developing an outreach program;
- target residential seniors housing and community centres to create awareness; Strata Councils, Facebook discussion groups, Port Moody Focus, The Club, The Walking Group, and the Fencing Club were noted as important contacts; and
- create the survey in multiple languages and ensure cultural differences are incorporated.

**Trail Accessibility
Study**

- 4.4 The Social Planner provided an overview of the improvements that have been completed on the south side of the Shoreline Trail and noted that feedback from the Seniors Focus Committee would be valuable for determining the upgrades to the north side of the Trail.

The Social Planner noted that an email will be sent out to Committee members with the goal of forming a Working Group to walk the south side of the Trail in late August and provide feedback for improvements that could be incorporated on the north side of the Trail.

5. Information


**Seniors Focus
Committee Member
Terms**

- 5.1 Memo: Committee Coordinator, dated June 27, 2019

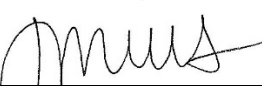
This item was provided for information only.

6. Adjournment

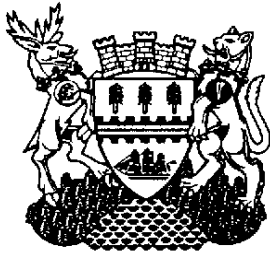
The Vice-Chair adjourned the meeting at 8:41pm.



Councillor Amy Lubik,
Vice-Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Heritage Commission

Minutes of the meeting of the Heritage Commission held on Thursday, July 11, 2019 in the Brovold Room.

Present

Councillor Diana Dilworth, Chair
 Dianna Brown
 Alexander Coombes (arrived at 7:19pm)
 Laura Dick
 Joseph Kennedy
 Christopher Pope
 Joan Stuart

Absent

Councillor Meghan Lahti, Vice-Chair
 Rosemary Rawnsley (Regrets)
 Carnell Turton (Regrets)

In Attendance

Jess Daniels – Policy Planner
 Jennifer Mills – Committee Coordinator

Also In Attendance

Dan Eaton

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:03pm.

2. Adoption of Minutes

Minutes

2.1 HC19/010
 Moved, seconded, and CARRIED
THAT the minutes of the Heritage Commission meeting held on Thursday, June 13, 2019 be adopted.

3. Unfinished Business

4. New Business

Heritage Incentives Subcommittee

4.1 Presentation: Dan Eaton

Dan Eaton, former Heritage Commission and Heritage Incentives Subcommittee member, gave a presentation on Incentives Ideas for Moody Centre Residential and noted the following:

- New Westminster's Queen's Park Heritage Conservation Area and Heritage Incentives Program are valuable references for application to Port Moody;
- Port Moody's Heritage Conservation Areas could be expanded to provide more home owners with incentive benefits;
- the City should research density incentives related to laneway/carriage homes and floor space ratios to prevent homes from being demolished for zoning benefits; and
- the current Incentives Program is under promoted and unclear which is resulting in minimal applicants; the program and the home owner benefits should be simplified to encourage heritage conservation.

Commission members suggested that the City should research Heritage Home Grants and other options beyond property tax relief to entice home owners to apply.

Action: The Policy Planner to provide the City's current Financial Incentive package and the 2018 Heritage Grant Workshop Report from Laura Dick and Dianna Brown for information at the next meeting.

The Chair noted that Council is committed to affordable housing and the Commission should examine the existing incentives program and report back with recommendations.

HC19/011

Moved, seconded, and CARRIED

THAT a Heritage Incentives Subcommittee be formed with the following members:

**Dan Eaton;
Alexander Coombes; and
Joan Stuart.**

Heritage Inventory Subcommittee

- 4.2 Dianna Brown provided an update on research efforts for 2333 Clarke Street (Vivio Flower Gallery) and 85 Kyle Street (Boothill Junction Boots and Repairs) noting that research will continue once the contacts have returned from vacation.

Storyboard Subcommittee

- 4.3 Attachment: Stone Marker Plaques
Link: <https://www.portmoody.ca/en/arts-culture-and-heritage/stone-markers.aspx>
File: 01-0360-20-09

The Chair and Committee members reviewed the Stone Marker Plaques and noted that input from Tasha Faye Evans would help to ensure wording revisions are reflective of reconciliation.

At the Policy Planner's request for assistance in obtaining pictures of Stone Marker Plaques that are not on file, Joan Stuart volunteered to capture Bert Flinn, Ioco Military, and Chateau Place, and Laura Dick volunteered to capture Dr. Charles Ritchie Symmes.

Joseph Kennedy provided an update from the Storyboard Subcommittee noting that efforts are ongoing to ensure verified, factual information is being captured and an update will be provided at September's meeting. Mr. Kennedy further noted that the storyboards and stone markers require consistent operational care that is not occurring at this time due to their current neglected conditions.

Action: The Chair to report back on the maintenance schedule of the stone markers and storyboards.

Dianna Brown noted that the stone marker and storyboard application forms on the website are not printer-friendly and asked that paper copies be provided on the 2nd Floor of City Hall. The Policy Planner noted that the City is attempting to go paperless and will ask that Communications develop a printable PDF for the website and the 2nd Floor.

Commission members requested an update on the Heritage Commission logo; the Policy Planner had no updates from Communications.

Action: The Policy Planner to provide an update on the status of the Heritage Commission logo from Communications at the next meeting.

Ioco Ghost Town Day

- 4.4 The Commission discussed the pop-up banner and games for Ioco Ghost Town Day and agreed to the following:

- the stone marker pinboard matching game will be revised to matching stone markers with long distance pictures of their locations; and
- the original matching game will be printed on a pop-up banner.

HC19/012

Moved, seconded, and CARRIED

THAT the \$1,500 budget for the Stone Marker Program be reallocated to the Pop-Up Banners Project in the 2019 Heritage Commission Budget.

The Chair noted the following items for September's agenda:

- a report on truth and reconciliation and the Commission's role in making recommendations to Council;
- finalization of loco Ghost Town Day planning; and
- review of Heritage Award nominations.

5. Information

2019 Work Plan and Budget

- 5.1 Attachment: 2019 Heritage Commission Budget
File: 01-0360-20-09

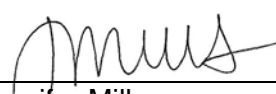
This item was provided for information only.

6. Adjournment

The Chair adjourned the meeting at 8:30pm.



Councillor Diana Dilworth,
Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Parks and Recreation Commission

Minutes of the meeting of the Parks and Recreation Commission held on Wednesday, July 10, 2019 in the Brovold Room.

Present

Acting Mayor Hunter Madsen, Vice-Chair
 Barry Brown
 Tyler Brown
 John Callaghan
 Caitlin Hickenbotham
 Steve McGinley
 David Parker
 Jeff Poste
 Rajeev Sharma
 Matthew Turnell

Absent

Councillor Steve Milani, Chair (Regrets)
 Edward Dwyer (Regrets)
 Kate Le Souef (Regrets)
 Haven Lurbiecki (Regrets)
 David Shin (Regrets)
 Megan Traverse (Regrets)

In Attendance

Jim LaCroix – Manager of Recreation
 Kim Law – Manager of Project Delivery Services
 Jennifer Mills – Committee Coordinator
 Julie Pavey-Tomlinson – Manager of Parks

1. Call to Order

Call to Order

1.1 The Vice-Chair called the meeting to order at 7:03pm.

2. Adoption of Minutes

Minutes

2.1 PRC19/015

Moved, seconded, and CARRIED

THAT the minutes of the Parks and Recreation Commission meeting held on Wednesday, June 12, 2019 be amended by replacing “2024” with “2041” in Item 4.2 – Parkland Acquisition Plan Review;

AND THAT the minutes of the Parks and Recreation Commission meeting held on Wednesday, June 12, 2019 be adopted as amended.

3. Unfinished Business

4. New Business

2019 Parks and Recreation Work Plan

- 4.1 Attachment: Parks and Recreation – 2019 Work Plan
File: 01-0360-20-10

The Vice-Chair provided an update on the 2019 Parks and Recreation Work Plan noting that Council has approved the Work Plan and the Sports Award will be moved to September.

Parkland Acquisition Strategy

- 4.2 Presentation: Acting Mayor Hunter Madsen
Attachments:
a) Proposed Project on Parkland Acquisition Strategy
b) Input on Parkland Acquisition Strategy
Link: <https://www.tricitynews.com/news/port-moody-buys-property-to-expand-rocky-point-park-1.23870920>
File: 01-0360-20-10

The Vice-Chair provided an update on the Parkland Acquisition Strategy and noted that by early 2020, the Commission will support development of the Request for Proposal by providing recommendations to staff on objectives, framework, and key deliverables.

The Commission agreed to form a Parkland Acquisition Strategy Working Group composed of the following members:

- Haven Lubrecki;
- Matthew Turnell;
- Jeff Poste; and
- Rajeev Sharma.

DCC Review

- 4.3 Presentation: Kim Law, Manager of Project Delivery Services
Attachment: Proposed DCC Bylaw – Parks
File: 01-0360-20-10

The Manager of Project Delivery Services gave a presentation on the Proposed Development Cost Charges (DCC) program and noted the following:

- the DCCs collected from developers and new residents are applied to the upgrades and new infrastructure, such

as water, sewer, drainage roads, and parks, required to support the projected population growth;

- the City's water system is adequately sized for the projected population and therefore DCCs are not being collected for the City's water system at this time;
- DCCs cannot be charged in Newport Village and Klahanie as they are governed by a separate agreement;
- any surplus of collected money is deposited into a reserve for the next DCCs; there is \$7,670,808 in the reserve from the 1986 DCCs collected;
- the \$2.5M/hectare unit cost estimate is an overall average for Port Moody;
- there is an opportunity to update the DCC rates and examine different rates for housing types once the Parkland Acquisition Strategy is complete; and
- easements and trail connections are not included as parkland in DCC calculations.

The Manager of Project Delivery Services left the meeting at this point and did not return.

Rocky Point Visioning Exercise

- 4.4 Presentation: Acting Mayor Hunter Madsen
Attachments:
a) Rocky Point Park Master Plan
b) Rocky Point Park Visioning Exercise
File: 01-0360-20-10

The Vice-Chair provided an overview of the Rocky Point Visioning Exercise noting that the goal is to make recommendations to Council on the emerging needs of Rocky Point Park.

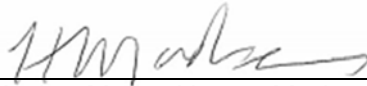
The Manager of Parks provided an overview of the Rocky Point Park Master Plan dated November 2000 and noted that new information must be considered such as climate change concerns and the SkyTrain's impact on park maintenance due to an increase in park visitors.

Action: Staff to email the Rocky Point Park Visioning Exercise to Commission members for completion over the summer.

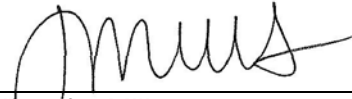
5. Information

6. Adjournment

6.1 The Vice-Chair adjourned the meeting at 9:04pm.



Acting Mayor Hunter Madsen,
Vice-Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Environmental Protection Committee

Minutes of the meeting of the Environmental Protection Committee held on Monday, July 15, 2019 in the Brovold Room.

Present

Councillor Amy Lubik, Chair
 Margaret Birch
 Bradley Fessenden
 Bryan Fitzpatrick
 Elaine Golds
 Cathy Morton
 Gregory Pepler
 Damian Regan
 Jutta Rickers-Haunderland
 Connie Smith
 Russell Stairs
 Judy Taylor-Atkinson (arrived at 7:06pm)

Absent

Councillor Meghan Lahti, Vice-Chair

In Attendance

Lesley Douglas – General Manager of Environment and Parks
 Kurt Frei – Environmental Technician
 Philip Lo – Committee Coordinator

1. Call to Order

The Chair called the meeting to order at 7:02pm.

2. Adoption of Minutes

Minutes

2.1 EPC19/010

Moved, seconded, and CARRIED

THAT the minutes of the Environmental Protection Committee meeting held on Monday, June 17, 2019 be adopted.

3. Unfinished Business

4. New Business

Beaver Management Plan

4.1 The Environmental Technician gave a presentation regarding the Beaver Management Plan, its goals and objectives, and noted the following:

- Council directed staff to develop a plan that promotes coexistence with beavers;
- low-gradient areas in the City with adequate and sustainable food supply are most likely to be able to support beaver colonies;
- negative ecological effects of beaver colonies include impacts to fish passage (depending on fish species and location) and removal of riparian trees;
- beneficial impacts of beaver colonies include improved wetland health and improved soil filtration of stormwater;
- the preferred approach to coexistence is acceptance, rather than a reactive approach (such as live trapping, lethal removal, or relocation);
- mitigation techniques can be used to deal with infrastructure or public safety issues caused by the colonies;
- the beaver colony provides an excellent educational opportunity as well as an opportunity for inclusion of beavers into urban restoration projects; and
- the next steps of the Plan include monitoring beaver activity, applying mitigation measures, repairing trails, and continuing to work with stakeholder groups.

Staff noted the following in response to Committee questions:

- at least four beavers are living in the Suter Brook area;
- beaver offspring disperse from their home colony to search for new territory, and there is a high mortality rate in doing so;
- implementation of the Beaver Management Plan is dependent on Council; staff will prepare a full report, including costs, for Council in the Fall; and
- the territorial nature of beavers means that removal techniques are often ineffective, as old habitats become occupied by new families.

EPC19/011

Moved, seconded, and CARRIED

THAT the information presented regarding the Beaver Management Plan be endorsed in principle for presentation to Council.

Human-Bear Conflict Management Plan

4.2 The Environmental Technician gave a presentation regarding the Bear Management Strategy, noting the following:

- the Conservation Officer Service (COS) has jurisdiction over wildlife in the City; however, many people contact the City instead and staff relay the information to the COS;
- a City-retained consultant provided 39 recommendations as part of the bear/human conflict management plan, and half of these recommendations are already in progress;
- the Bear Essentials program could be expanded, with more involvement with School District 43;
- Heritage Woods was identified (using Conservation Officer Service data) as the area for a pilot program to introduce a centralized waste disposal and collection program for all three waste streams that are currently serviced by the City;
- using Canmore, Alberta as the model, the start-up cost for this pilot program could cost \$675,000, which includes installation and servicing of equipment, and a vehicle for the new dumpsters; this estimate does not include operating costs;
- the risk of a centralized waste system is that bins could overflow sooner, and staff would need to respond faster; the current collection practice can be adjusted to prioritize higher bear risk areas;
- waste contamination and dumping are other potential issues of a centralized waste system;
- the pilot program could be scaled depending on the results;
- the program in Canmore was successful, with a reduction in bear/human interactions; however, there was pushback from the community due to a lack of prior consultation;
- there is no existing model for separating the recycling stream service under the pilot program, and it could be cost prohibitive to separate the collection streams;
- reduction and proper sorting of waste helps to reduce bear activity in urban areas;
- there is no relationship between bear report data and Solid Waste Bylaw ticketing data over the same period of time;
- an education campaign using community-based social marketing can identify barriers to compliance with bear-smart practices and can induce behaviour change; a similar program was successful in Whistler, and a similar campaign can be conducted in Port Moody for an estimated cost of \$11,000; and
- Council will be requested to endorse either both or neither of: the pilot waste collection program and the community-based social marketing program.

Action: Staff to report back on whether there will be cost savings in the future under a centralized waste collection program.

Action: Staff to report back on when locking curb-side collection bins were introduced in the City.

The Committee noted the following in discussion:

- future neighbourhoods can be designed around a centralized waste collection service;
- the Bear Management Plan can be conducted in partnership with other waste reduction initiatives as well as the Climate Action Plan;
- there may be an opportunity to outsource the centralized waste collection, similar to the collection of communal waste in apartment buildings;
- the hilly terrain in the proposed pilot project area could be challenging for some residents; and
- the City should consider a method to track the fines received specifically for Solid Waste Bylaw violations.

EPC19/012

Moved, seconded, and CARRIED

THAT the information presented regarding the Bear Management Plan be endorsed in principle for presentation to Council.

(Voting against: Bryan Fitzpatrick and Elaine Golds)

Sustainability Report Card Update

4.3 The General Manager of Environment and Parks provided an update regarding the 2019 update of the Sustainability Report Card, and noted the following:

- the Report Card was last updated in 2017 with input from the Committee;
- Planning staff are responsible for making evaluations of proposed developments with the Report Card; Environment and Parks staff are not involved with the evaluation;
- the Environmental Sustainability section of the Report Card will be updated to address regulation changes, and consider requirements versus additional measures; and
- Planning staff can consult with the Committee and also address the Committee's questions regarding the update.

The Committee suggested noise pollution as an additional evaluation criterion for the Report Card.

Smoking Bylaw Update

4.4 The General Manager of Environment and Parks noted that smoking regulations are not harmonized in the Tri-Cities due to differences in the respective bylaws, and that Port Moody's Smoking Bylaw is more onerous than those in the other Tri-Cities.

The General Manager of Environment and Parks also noted that staff are currently working with the Burrard Inlet Marine Enhancement Society (BIMES) on an initiative regarding smoking and cigarette butt litter.

5. Information

Environmental Award

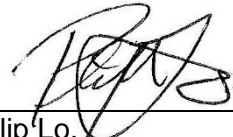
The General Manager of Environment and Parks noted that the nomination deadline for the 2019 Environmental Award is July 31, 2019, and that the award ceremony will be held in the fall of 2019.

6. Adjournment

The Chair adjourned the meeting at 8:49pm.



Councillor Amy Lubik,
Chair



Philip Lo,
Committee Coordinator



City of Port Moody

Minutes

Transportation Committee

Minutes of the regular meeting of the Transportation Committee held on Wednesday, July 17, 2019 in the Brovold Room.

Present

Acting Mayor Hunter Madsen, Chair
 Councillor Steve Milani, Vice-Chair
 James Atkinson
 Tim Barton
 James Clarke
 Andrew Hartline
 Scott Kirkpatrick
 Katie Maki
 Jeff McLellan
 Kathleen Nadalin

Absent

Yolanda Broderick (Regrets)
 Lori Holdenried (Regrets)

In Attendance

Jennifer Mills – Committee Coordinator
 Jeff Moi – General Manager of Engineering and Operations
 Brian Wong – Constable, Port Moody Police Department
 (arrived at 7:05)

Also In Attendance

Andrew McCurran, Director of Strategic Planning and Policy,
 TransLink

1. Call to Order

Call to Order

1.1 The Chair called the meeting to order at 7:02pm.

2. Adoption of Minutes

Minutes

2.1 TC19/008
 Moved, seconded, and CARRIED
THAT the minutes of the Transportation Committee meeting held on Wednesday, June 19, 2019 be adopted.

3. Unfinished Business

4. New Business

Transportation Future I

4.1 Presentation: Andrew McCurran, Director of Strategic Planning and Policy, TransLink

Andrew McCurran gave a presentation on “The Promise and Perils of Automation – Shaping the Future We Want in the Coming Transportation Transformation” and noted the following:

- the City has an opportunity to create new policies to ensure congestion does not increase with the introduction of automated vehicles and ride hailing;
- the most effective tool for managing congestion is road pricing;
- autonomous vehicles may not be able to identify pedestrians and cyclists which may lead to designated motor and non-motor channelization; and
- the City must create easily accessible and fully connected routes for cyclists and pedestrians to ensure that active transportation continues.

Mr. McCurran left the meeting at this point and did not return.

Transportation Future III

4.2 In response to the Chair’s request for input on the future vision of transportation in Port Moody, the Committee members proposed that the City:

- research the transit on-demand project noted by Mr. McCurran and consider volunteering Port Moody as a pilot location;
- review the designated food truck areas as they were selected prior to the development of the multi-use path and patrons are now spilling onto the path and creating a hazardous environment;
- ensure pedestrian and cyclist safety is integrated with autonomous vehicles to continue encouraging a healthy city through active transportation; and
- design pedestrian and cycling routes to be attractive as well as functional to encourage use.

Cycling Trends and Systems

- 4.3 Presentation: Scott Kirkpatrick, HUB
Attachment: Public Input

Scott Kirkpatrick gave a presentation on Hub Cycling and noted the following:

- Port Moody's cycling network is integral for the success of cycling in the Tri-Cities;
- Barnet Highway has the potential to be the first cycling highway in the Lower Mainland;
- routes must be designed for use by all ages and abilities; and
- bicycle parking is essential in designs.

TC19/009

Moved, seconded, and CARRIED

THAT the meeting be extended for up to 30 minutes.

Nomination of Age-Friendly Steering Committee Representative

- 4.4 The General Manager of Engineering and Operations noted that the Age-Friendly Steering Committee Terms of Reference calls for a member of the Transportation Committee and sought nominations. The Committee members requested more information on the duties involved and the meeting schedule prior to volunteering.

Action: The General Manager of Engineering and Operations to email the Age-Friendly Steering Committee Terms of Reference and the meeting schedule to the Transportation Committee members.

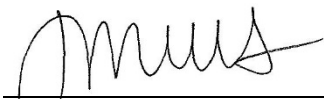
5. Information

6. Adjournment

- 6.1 The Chair adjourned the meeting at 9:22pm.



Acting Mayor Hunter Madsen,
Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Tourism Committee

Minutes of the meeting of the Tourism Committee held on Wednesday, July 24, 2019 in the Brovold Room.

Present

Councillor Diana Dilworth, Chair
Dustin Chelen
Robin Ram

Absent

Acting Mayor Hunter Madsen, Vice-Chair (Regrets)
Jamie Cuthbert
Allison Mailer (Regrets)

In Attendance

Joji Kumagai – Manager of Economic Development
Jennifer Mills – Committee Coordinator

1. Call to Order

Call to Order

- 1.1 The Chair called the meeting to order at 7:08pm.

2. Adoption of Minutes

Minutes

- 2.1 TOUR19/005
Moved, seconded, and CARRIED
THAT the minutes of the Tourism Committee meeting held on Wednesday, May 22, 2019 be adopted.

3. Unfinished Business

4. New Business

2019 Work Plan

- 4.1 Attachment: 2019 Tourism Committee Work Plan
File: 01-0360-20-03

The Chair provided an update on the 2019 Tourism Committee Work Plan and noted the following:

- the 2019 Tourism Work Plan has been approved by Council;

- the Murray Street Improvements and the Tri-Cities Chamber of Commerce presentations will be moved to September;
- the Wayfinding Working Group will be a joint working group with the Economic Development Committee; and
- the Tourism Strategic Plan is scheduled for presentation to Council on September 10, 2019.

Action: The Committee Coordinator to notify the Tourism Committee members by email when the Tourism Strategic Plan has been confirmed as an item on the September 10, 2019 Regular Council Agenda.

- | | | |
|--------------------------------------|-----|---|
| Council Strategic Plan | 4.2 | <p>Presentation: Councillor Diana Dilworth</p> <p>Link: https://www.portmoody.ca/en/city-hall/strategic-plan.aspx</p> <p>The Chair provided an overview of the 2019-2022 Council Strategic Plan and brought attention to items related to tourism.</p> |
| City of Port Moody Website | 4.3 | <p>Link: www.portmoody.ca</p> <p>The Manager of Economic Development provided an overview of the Discover Port Moody page of the new City website and the Committee proposed that the City consider the following:</p> <ul style="list-style-type: none"> • explore ways to include local events on the calendar; • ensure the event type is clear i.e. public, private, or fundraiser; • add Brewers Row to “Things To Do”; • add parking information to “Getting Around”; • add a map highlighting key attractions; • update the pictures seasonally; and • move “Things To Do” to the top banner. |
| Wayfinding – Update | 4.4 | <p>The Chair provided an update on Wayfinding and noted that work will begin following the finalization of Engineering’s street furniture contract in September in order to ensure that the designs for street furniture and wayfinding are consistent.</p> |
| Draft Survey for Major Events | 4.5 | <p>The Manager of Economic Development provided an overview of the Draft Event/Activity Survey and agreed to incorporate the following:</p> <ul style="list-style-type: none"> • include the implementation of the survey as part of the vendor contract; • include an incentive for completion of the survey such as the chance to win a gift basket of Port Moody swag; • provide paper copies of the survey for back-up in the event that the tablets crash; |

- remove Questions 5 and 6 in order to generate benchmark data and then include the questions next year; and
- add examples such as gas, coffee, and groceries to Question 4.

On This Spot

- 4.6 Link: www.onthisspot.ca/cities/vancouver
Attachment: On This Spot History Tours
File: 01-0360-20-54-02

The Manager of Economic Development provided an overview of the On This Spot Proposal for Port Moody Coverage and noted that further discussion will be held following feedback from the Heritage Commission's consideration of the Proposal.

One Day Itinerary Outline

- 4.7 Attachment: One Day Itinerary Guide
File: 01-0360-20-54-02

The Manager of Economic Development provided an overview of the One Day Itinerary Guide Outline and Committee members proposed the following ideas:

- create sport-specific versions of the guide;
- purchase the www.discoverportmoody.ca website;
- include a local area map with key things to do; and
- conduct surveys during events at the Recreation Complex for information on the needs of attendees.

Action: The Manager of Economic Development to provide the Draft One Day Itinerary Guide at the September meeting.

Murray Street Construction Work

- 4.8 This item was postponed to the September meeting.

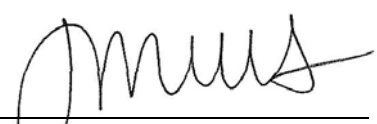
5. Information

6. Adjournment

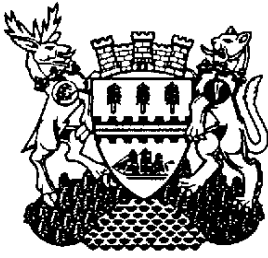
The Chair adjourned the meeting at 8:53pm.



Councillor Diana Dilworth,
Chair



Jennifer Mills,
Committee Coordinator



City of Port Moody

Minutes

Arts and Culture Committee

Minutes of the regular meeting of the Arts and Culture Committee held on July 29, 2019 in the Brovold Room.

Present

Councillor Zoë Royer, Chair
 Jacquie Boyer
 Chris Dunnett
 Tasha Evans
 Jill Schuler
 Alison White

Absent

Councillor Steve Milani, Vice-Chair (Regrets)
 Anna LeGresley (Regrets)
 Brenda Millar (Regrets)
 Kathryn Sandler (Regrets)

In Attendance

Sara Graham – Staff Artist (joined the meeting at 7:23pm)
 Devin Jain – Manager of Cultural Services
 Philip Lo – Committee Coordinator

1. Call to Order

The Chair called the meeting to order at 7:01pm.

The Chair welcomed new Committee member Alison White, the Port Moody Art Association Representative

2. Adoption of Minutes

Minutes

- 2.1 ACC19/019
 Moved, seconded, and CARRIED
THAT the minutes of the Arts and Culture Committee meeting held on Thursday, June 20, 2019 be adopted.

3. Unfinished Business

4. New Business

Queens Street Plaza Update

- 4.1 The Chair reported that there was a fire in the historic area of Clarke Street, and people congregated in Queens Street Plaza as the community focal point.

The Chair invited Committee discussion regarding the Plaza.

The Committee noted the following in discussion:

- the toys and children's activities have provided a positive play experience for children;
- there has been an increased usage of the Plaza, especially in the evening when there is shade;
- the availability of seating helped to transform the space in a profound way; and
- the canoe sets the context for the plaza and is a welcome addition.

Staff will follow up with Brenda Millar regarding the installation of a small library.

Staff reported that there is no installation date set for the stage lighting, but that it could be after the scheduled filming activity at the Plaza.

Regarding a reporting of the results of this project, staff suggested that photographs of activities and usage in the Plaza can be used, as there have been no official user counts or activity tracking data, and only anecdotal reports are available.

The Committee recommended approaching the Moody Centre Community Association for feedback on the project.

Creative Micro Studios

- 4.2 Chris Dunnett gave a presentation regarding a proposal for artist micro-studios, noting the following:

- integration into the community and interaction between the public and the artist are crucial components to the success of artist micro-studios;
- micro-studios can be infilled into irregular or smaller spaces, and customized to reflect neighbourhood context and the City's heritage;
- micro-studios can be relocated to support various initiatives; however, studios built on trailers are not preferred, so as to increase the feeling of permanence in the community;
- servicing for the studios will need to be costed out;
- the studios can be installed at Rocky Point Park as small business incubators to attract entrepreneurship, or at Old Orchard Park as a writer's retreat;

- programming for the studios can be flexible and responsive, separately or as a whole;
- the studios can be phased-in as a low-cost proof of concept and then scaled as resources are determined; and
- the proposal aligns with the goals of the Official Community Plan, Council's Strategic Plan, and the Arts and Culture Masterplan.

The Committee noted the following in discussion:

- there could be an opportunity to place micro studios in the area affected by the fire along Clarke Street;
- the design and colours of the structures can aim for an emotional response, similar to colours chosen for Queens Street Plaza;
- the studios' designs could be dependent on whether they are also to be used as artist residences;
- a micro-studio "village" designed around a communal servicing location could be possible;
- the gazebo at the Noons Creek Hatchery can be used as a trial of the concept;
- a micro-studio placed near the Rocky Point Park skate park can be used to engage youth artists;
- the micro-studios can be used for the growing Coast Salish artist community in the City;
- a key part of a successful program will be a communication and marketing/promotional plan; and
- funding and resourcing will need to be determined, as well as a business case for how the investment will pay off.

Staff noted the following in response to the presentation and to the Committee's discussion:

- the next step would be to meet with a local manufacturer of micro-studios and micro-homes to price out the structures;
- servicing options depends on the location and the permanency of the structures; and
- Council can direct staff to investigate further after considering a Committee report on this subject.

The Chair suggested that a fund-raising effort for this project can be pursued, and recommended that a subcommittee be formed to further work on this project.

ACC19/020

Moved, seconded, and CARRIED

THAT a Micro-Studio Subcommittee be formed to further work on the proposal, with the following members:

- **Chair: Jill Schuler**
- **Chris Dunnett**
- **Tasha Evans**
- **Councillor Zoë Royer**

Cultural Expressions

4.3 Precious Plastic

Link: <https://preciousplastic.com>

Potential Temporary Artist Studio Spaces in the Moody Centre TOD Area

4.4 The Chair reported that she was contacted by local building owners in the Moody Centre TOD area regarding the potential availability of temporary artist studio spaces for 12 to 18 months.

The Chair gave a presentation regarding the available spaces, noting that the spaces can provide up to 25,000 to 30,000 sq. ft. of temporary studio spaces, and that the sites are fully serviced, but that some sites do not have ventilation but can support heavy power use.

The Committee engaged in discussion regarding possible next steps to advance the project.

The Chair indicated that City facilitation could be necessary for the concept to be realized, and requested support from the Committee in principle.

ACC19/021

Moved, seconded, and CARRIED

THAT the meeting be extend for up to 30 minutes.

ACC19/022

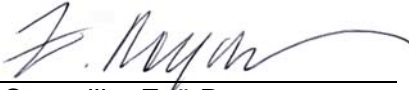
Moved, seconded, and CARRIED

THAT the concept of the temporary artist studios be supported in principle.

5. Information

6. Adjournment

Councillor Royer adjourned the meeting at 9:06pm.



Councillor Zoë Royer
Chair



Philip Lo
Committee Coordinator

MINUTES**Port Moody Public Library Board**
Thursday, August 22, 2019

Minutes of the Regular Meeting of the Port Moody Public Library Board held on Thursday, August 22, 2019 in the ParkLane Room, Library.

Present

Pat Merrett (Chair)
 Jacquie Boyer
 Chris Dunnett
 Daphne Herberts
 Bill Lawrie
 Jo-Anne Parneta

Regrets

Afton Bell
 Cllr. Zoë Royer
 Dave Zille

In Attendance

Marc Saunders, Library Director
 Michael DeKoven, Deputy Director
 Dayna Solem, Administrative Assistant

Call to Order**1. Call to Order**

The Chair called the meeting to order at 7:04 p.m.

Approval of Agenda**2. Approval of Agenda**

Moved by D. Herberts and seconded

THAT the agenda of the regular Library Board meeting of August 22, 2019 be approved.

Carried.

Consent Agenda**3. Consent Agenda**

Moved by J. Boyer and seconded

THAT all items on the consent agenda be approved or received for information as amended.

- 3.1 Minutes of regular Library Board meeting of June 20, 2019 (approval)**
- 3.2 Correspondence (information)**
- 3.3 Media Coverage (information)**
- 3.4 Customer Feedback (information)**

Carried.

4. New Business

Budget Submission

4.1 Budget Submission

The 2020 Budget Submission documents were received for information and discussion.

Based on the direction outlined in the Director's report, a detailed draft 2020 budget submission will be presented to the Library Board for approval at the September meeting.

Library Director's Report

4.2 Library Director's Report

The Director called for comments and questions.

Moved by J. Parneta and seconded

THAT the Library Director's Report dated August 16, 2019 be received for information.

Carried.

The Director added that the InterLINK AAG are currently discussing its funding model.

5. Reports from Board Committees/Representatives

Board Chair

5.1 Update from Library Board Chair

The Chair noted that she and the Director met with MLA Rick Glumac to advocate for the Library.

The Director indicated that the Board self-evaluation will be discussed at the September Board meeting.

BCLTA

5.2 BCLTA

No report.

Public Library InterLINK

5.3 Public Library InterLINK

No report.

**Arts & Culture
Committee****5.4 Arts & Culture Committee**

J. Boyer provided an update on the Arts & Culture Committee.

Roundtable**6. Roundtable**

There was a brief roundtable discussion.

D. Solem left the meeting at 8:25 p.m.

In-Camera**7. In-Camera**

Moved by J. Parneta and seconded

THAT, as provided in sections 90 (1) (c & k) of the Community Charter, this meeting of the Library Board be closed to the public.

Carried.

The meeting moved out of in-camera and returned to a public forum at 8:42p.m.

Adjournment**Adjournment**

The meeting adjourned at 8:42 p.m.



City of Port Moody

Minutes

Special Finance Committee

Minutes of the Special Meeting of the Finance Committee held on Tuesday, September 3, 2019 in the Brovold Room.

Present:

Councillor D.L. Dilworth, Vice-Chair
Councillor A.A. Lubik
Acting Mayor H. Madsen
Councillor S. Milani

Absent:

Councillor M.P. Lahti, Chair
Councillor P.Z.C. Royer

In Attendance:

Tim Savoie – City Manager
André Boel – General Manager of Planning and Development
Ron Coulson – Fire Chief
Lesley Douglas – General Manager of Environment and Parks
Joji Kumagai – Manager of Economic Development
Jeff Moi – General Manager of Engineering and Operations
Paul Rockwood – General Manager of Finance and Technology
Dorothy Shermer – Corporate Officer
Tracey Takahashi – Deputy Corporate Officer

1. Call to Order

Councillor Dilworth called the meeting to order at 5:59pm.

2. General Matters

**Resolution to
Exclude the Public**

2.1 FC(TC)19/005

Moved, seconded, and CARRIED

THAT, pursuant to section 90 of the *Community Charter*, this Special Meeting of the Finance Committee be closed to the public as the subject matter being considered relates to the following:

- **90(1)(k) – negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.**

- | | | | |
|--|-----|---|-------|
| | 3. | Adoption of Minutes | <hr/> |
| Adoption of Closed Minutes | 3.1 | Minutes of the Closed Finance Committee meeting held on Tuesday, July 16, 2019. | |
| | 4. | Unfinished Business | <hr/> |
| | 5. | New Business | <hr/> |
| Proposed Provision of a Service | 5.1 | Closed to the public pursuant to section 90(1)(k) of the <i>Community Charter</i> . | |
| | 6. | Information Items | <hr/> |
| | 7. | Adjournment | <hr/> |

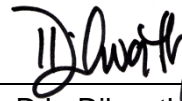
Councillor Dilworth adjourned the meeting at 6:01pm.

Certified correct in accordance with section 148(a) of the *Community Charter*.



T. Takahashi, Deputy Corporate Officer

Confirmed on the 1st day of October, 2019.



Councillor D.L. Dilworth, Vice-Chair



City of Port Moody

Minutes

Finance Committee

Minutes of the Regular Meeting of the Finance Committee held on Tuesday, September 3, 2019 in the Council Chambers.

Present:

Councillor D.L. Dilworth, Vice-Chair
Councillor A.A. Lubik
Acting Mayor H. Madsen
Councillor S. Milani

Absent:

Councillor M.P. Lahti, Chair
Councillor P.Z.C. Royer

In Attendance:

Tim Savoie – City Manager
André Boel – General Manager of Planning and Development
Ron Coulson – Fire Chief
Lesley Douglas – General Manager of Environment and Parks
Tyson Ganske – Manager of Financial Planning
Philip Lo – Committee Coordinator
Jeff Moi – General Manager of Engineering and Operations
Paul Rockwood – General Manager of Finance and Technology

1. Call to Order

Councillor Dilworth called the meeting to order at 6:30pm.

2. Adoption of Minutes

Minutes

2.1 FC19/063

Moved, seconded, and CARRIED

THAT the minutes of the Special Finance Committee (to Close) meeting held on Tuesday, June 18, 2019 be adopted.

FC19/064

Moved, seconded, and CARRIED

THAT the minutes of the Special Finance Committee (to Close) meeting held on Tuesday, July 16, 2019 be adopted.

FC19/065

Moved, seconded, and CARRIED

THAT the minutes of the Finance Committee meeting held on Tuesday, July 16, 2019 be adopted.

3. Unfinished Business

4. New Business

Funding Source for Burrard Inlet Fish Fest 2019

- 4.1 Memo: Finance and Technology Department – Financial Services Division, dated August 15, 2019
Files: 01-0230-01 and 18-7715-35

FC19/066

Moved, seconded, and CARRIED

THAT the budget of \$2,092 approved to support the Burrard Inlet Fish Fest 2019 be funded from Council Contingency as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Burrard Inlet Fish Festival 2019.

Funding Source for Tri-Cities Homelessness and Housing Task Group

- 4.2 Memo: Finance and Technology Department – Financial Services Division, dated August 15, 2019
File: 01-0230-01

FC19/067

Moved and seconded

THAT the \$2,564 approved for the Task Group Coordinator be funded from Council Contingency as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Tri-Cities Homelessness and Housing Task Group.

FC19/068

Moved, seconded, and CARRIED

THAT the foregoing motion be amended by replacing “Council Contingency” with “the Affordable Housing Reserve”.

The question on the main motion (FC19/067) as amended (by FC19/068) was put to a vote; the following motion was CARRIED:

THAT the \$2,564 approved for the Task Group Coordinator be funded from the Affordable Housing Reserve as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Tri-Cities Homelessness and Housing Task Group.

**Funding Source for
Bear Management
Strategy Update**

- 4.3 Memo: Finance and Technology Department – Financial Services Division, dated August 15, 2019
File: 13-6870-04/Vol 10

FC19/069

Moved, seconded, and CARRIED

THAT the budget of up to \$5,000 approved to initiate Bear Management Strategy related tasks and outreach in 2019 be funded from Council Contingency as recommended in the memo dated August 15, 2019 from the Finance and Technology Department – Financial Services Division regarding Funding Source for Bear Management Strategy Update.

5. Information

6. Adjournment

Councillor Dilworth adjourned the meeting at 6:38pm.

Certified correct in accordance with section 148(a) of the *Community Charter*.



T. Takahashi, Deputy Corporate Officer

Confirmed on the 1st day of October, 2019.



Councillor D.L. Dilworth, Vice-Chair



City of Port Moody

Minutes

Community Planning Advisory Committee

Minutes of the meeting of the Community Planning Advisory Committee held on Tuesday, September 3, 2019 in Council Chambers.

Present

Councillor Steven Milani, Vice-Chair
Edward Chan
Melissa Chaun
Darquise Desnoyers
Greg Elgstrand (arrived at 7:06PM)
Patricia Mace
Wilhelmina Martin
Hazel Mason
Callan Morrison
Lydia Mynott
Severin Wolf

Absent

Councillor Meghan Lahti, Chair (Regrets)
Mike Bitter
Allan Fawley
Michelle Fenton (Regrets)
Ronda McPherson (Regrets)

In Attendance

Doug Allan – Manager of Development Planning
André Boel – General Manager of Planning and Development
Philip Lo – Committee Coordinator
Wesley Woo – Senior Planner

1. Call to Order

Councillor Steve Milani called the meeting to order at 7:04pm.

2. Adoption of Minutes

Minutes

2.1 CPAC19/006

Moved, seconded, and CARRIED

THAT the minutes of the Community Planning Advisory Committee meeting held on Tuesday, July 2, 2019 be adopted.

3. Unfinished Business

4. New Business

Application Review Criteria

- 4.1 Memo: General Manager of Planning and Development, dated July 3, 2019
File: 3060-20-01

The Committee discussed the application review criteria and noted that traffic impact and the Official Community Plan vision of “Maintaining the ‘small town’ character of the community” should be included in the review criteria.

The Chair indicated that considerations such as neighbourhood context and character are currently included in the evaluation criteria.

Lots 17-20 Henry Street

- 4.2 Report: Planning and Development Department – Development Planning Division, dated July 29, 2019
File: 13-6700-20-194

Staff gave presentation on the application, answered questions regarding building height and density, parkland dedication, and parking and traffic implications, and provided clarification regarding economic and financial impact.

The applicant gave a presentation on the application, and answered questions from the Committee regarding the building footprint and design, parking and storage, fire safety, and environmental concerns.

CPAC19/007

Moved, seconded, and CARRIED

THAT the meeting be extended for one hour.

CPAC19/008

Moved, seconded, and CARRIED

THAT the following suggestions from the Community Planning Advisory Committee on the proposed project as presented in the report dated July 29, 2019 from the Planning and Development Department – Development Planning Division regarding Lots 17-20 Henry Street be forwarded to staff and the applicant for information:

- **seek partnership opportunities for providing affordable housing to performing artists;**
- **include accessible parking on each level of the parkade;**
- **increase the number of three-bedroom units;**

- consider allocating the art contribution into a reserve instead of towards an art installation;
- provide traffic impact assessment information at a public information meeting prior to the Public Hearing;
- forward the geotechnical report to an independent party for peer review;
- encourage the proponent to provide clear language regarding fully accessible units;
- provide drawings or scale models that demonstrate compatible scale, form, character, and footprint, in comparison to Terra Vista and the general neighbourhood context;
- consider how the trees at the rear of the project will be protected if the City does not take ownership of the area;
- provide an indication of the number of trees to be removed in order to determine the number of replacement trees needed;
- perform a thorough risk assessment of wildlife management;
- perform ongoing monitoring and removal of invasive species on site;
- plant a maximum amount of pollinating native species;
- provide a common area for depositing household items that can be shared or reused by residents;
- consider a raised crosswalk that aligns with the existing Henry Street crosswalk; and
- provide clarity on how the green rooftop will be maintained.

**Rezoning
Application –
804 Alderside
Road**

- 4.3 Report: Planning and Development Department – Development Planning Division, dated August 6, 2019
File: 13-6700-20-193

Staff gave a presentation on the rezoning application, and answered questions from the Committee regarding whether a precedent exists for similar rezoning applications, and the possibility of establishing a blanket Comprehensive Development Zone that could apply to other homes along the south side of Alderside Road rather than dealing with individual rezoning applications in the future.

CPAC19/008

Moved, seconded, and CARRIED

THAT the meeting be extended for an additional 30 minutes.

The applicant gave a presentation on the application and answered questions from the Committee regarding the existing foundation.

CPAC19/009

Moved, seconded, and CARRIED

THAT the rezoning application for 804 Alderside Road be supported.

(Voting against: H. Mason)

5. Information

6. Adjournment

Councillor Milani adjourned the meeting at 10:31pm.



Councillor Steve Milani,
Vice-Chair



Philip Lo,
Committee Coordinator